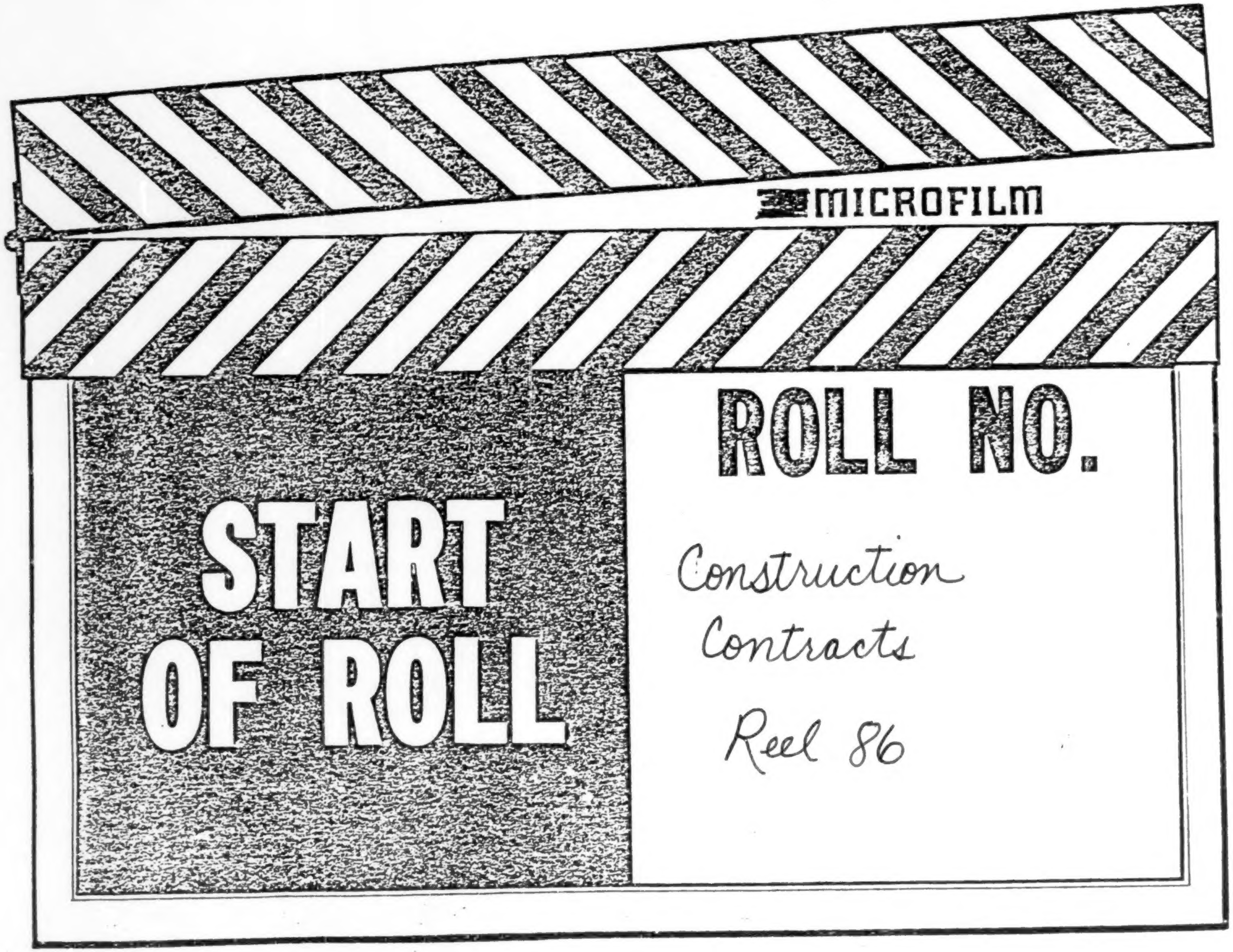
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Construction
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JUL 23 1959
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FORM E-30X—87,900—2-57—1477

I-303(16)
I-303(17)
file
5020

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
July 21, 1959

**SUBJECT:** Pacific Highway Undercrossing of Barbur Boulevard and Capitol Highway
Contract No. 5020

**To:**

Mr. W. C. Williams
State Highway Engineer
OFFICE

Gibbons and Reed, contractors on the above project, have completed all of the work required under the terms of the contract with the exception of a small portion of the illumination installation , and a small amount of paving on the structure proper.

Due to the present and proposed traffic pattern in this location, it is thought best not to do this work until proposed traffic signals at this site which are being installed under a separate contract are completed. Present indications are that these signals will not be in place until some time late in August, at which time Gibbons and Reed will be in a position to complete the work to be done under their contract.

In view of the delay occasioned the contractor by conditions beyond his control, he has requested that the retained percentage of 7½% now being held on the job be reduced to 3%. This will release some $20,000 of the contractor's funds. May I have your permission to reduce the retained percentage per the contractor's request.

If this does meet with your approval, please return one copy of the attached letter so that I may forward it along to the Auditor.

Ivan D. Merchant
Bridge Engineer

CAG/mm
Attached

APPROVED

W. C. Williams
State Highway Engineer

Contract 5020

1

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| | | |
|---|---|---|
| Monthly Transaction No. 109 | For 2<br>(9- ) | e<br>Oregon |
| | **U.S. DEPARTMENT OF COMMERCE**<br>**BUREAU OF PUBLIC ROADS** | County<br>Multnomah |
| Project Report No.<br>I-303(16)<br>12<br>I-303(17) | **FEDERAL-AID PROJECT AGREEMENT** | Project No.<br>I-5-6(3)296<br>Old I-303(16) |

5020 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
3rd Ave. - S. W. Capitol Highway Section (Structure)
on U. S. Route 99

| Project classification or class of work | Effective date of authorization | Approximate length *(Miles)* |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | 12-26-56 | -------- |
| Rights-of-Way | | |
| Construction | 7-24-57 | 0.000 |
| Other *(Specify)* | | |

FUNDS

| | |
|---|---|
| Estimated total cost of project<br>$ 909,138.00 | Federal funds<br>$ 839,000.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By

State Highway Engineer
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
C. G. Polk
Division Engineer

Date executed by
Division Engineer September 16, 1958

Oregon State Highway Department

Federal Aid
Project No. I-5-6(3)296
(Old)I-303(16)

## S. W. 3rd. AVENUE-S.W. CAPITOL HIGHWAY SECTION (STRUCTURES) ON THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 20, 1958

**Type Code P.E.**

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 18,000.00 |

**Type Code X721**
**Barbur Blvd.-Capitol Hwy. Undercrossing (Sta. 343+03)(Contract No. 5020)**

| | | | |
|---|---|---|---|
| Shoring, Cribbing, etc. | All Required | | $ 5,000.00 |
| Structural Excavation | 1,800 cu.yds. | $ 5.00 | 9,000.00 |
| Excavation Below Elevation Shown | 50 cu.yds. | 12.00 | 600.00 |
| Furnish Treated Timber Piling | 9,505 lin.ft. | 1.00 | 9,505.00 |
| Drive Timber Piles | 368 only | 20.00 | 7,360.00 |
| Class "A" Concrete | 4,160 cu.yds. | 52.50 | 218,400.00 |
| Metal Reinforcement | 1,010,000 lbs. | .135 | 136,350.00 |
| Metal Rail | 1,325 lin.ft. | 7.00 | 9,275.00 |
| Illumination Installation | All Required | | 7,000.00 |
| | | | $ 402,490.00 |

**Type Code X621**
**Spring Garden Undercrossing (Sta. 274+44.20)(Contract No. 5043)**

| | | | |
|---|---|---|---|
| Structural Excavation | 850 cu.yds. | 5.00 | $ 4,250.00 |
| Furnish Timber Piling | 6,385 lin.ft. | 1.35 | 8,619.75 |
| Drive Timber Piles | 292 only | 40.00 | 11,680.00 |
| Class "A" Concrete | 1,167 cu.yds. | 52.00 | 60,684.00 |
| Metal Reinforcement | 275,000 lbs. | 0.135 | 37,125.00 |
| Metal Rail | 442 lin.ft. | 10.00 | 4,420.00 |
| | | | $ 126,778.75 |

**Type Code X721**
**19th Avenue Undercrossing (Sta. 268+27.11)(Contract No. 5219)**

| | | | |
|---|---|---|---|
| Structural Excavation | 450 cu.yds. | $ 5.00 | $ 2,250.00 |
| Furnish 10" BP 42# Piling | 2,395 lin.ft. | 4.20 | 10,059.00 |
| Furnish 12" BP 53# Piling | 910 lin.ft. | 5.15 | 4,686.50 |
| Drive Steel Piles | 70 only | 60.00 | 4,200.00 |
| Class "A" Concrete | 1,017 cu.yds. | 62.00 | 63,054.00 |
| Metal Reinforcement | 259,000 lbs. | .13 | 33,670.00 |
| Metal Rail | 800 lin.ft. | 12.00 | 9,600.00 |
| Concrete Slab Riprap | 530 sq.yds. | 9.00 | 4,770.00 |

| | | | |
|---|---|---|---|
| 8-inch Metal Drain Pipe | 330 lin.ft. | $ 4.00 | $ 1,320.00 |
| | | | $ 133,609.50 |

Type Code X731
Multnomah Blvd. Undercrossing (Sta. 263+56.37)(Contract 5219)

| | | | |
|---|---|---|---|
| Structural Excavation | 725 cu.yds. | $ 5.00 | $ 3,625.00 |
| Furnish Treated Timber Piling | 4,815 lin.ft. | 1.15 | 5,537.25 |
| Drive Timber Piles | 150 only | 40.00 | 6,000.00 |
| Class "A" Concrete | 730 cu.yds. | 61.00 | 44,530.00 |
| Metal Reinforcement | 127,000 lbs. | .13 | 16,510.00 |
| Structural Steel | All Required | | 67,300.00 |
| Pipe Parapet Rail | 810 lin.ft. | 4.50 | 3,645.00 |
| 8-inch Metal Drain Pipe | 25 lin.ft. | 4.00 | 100.00 |
| | | | $ 147,247.25 |
| | Subtotal | | $ 810,125.50 |
| | 10% Engr. & Cont. | | 81,012.55 |
| | Total | | $ 891,138.05 |

Length of 4 Structures. . . . . . . . . . . 0.000 Mile

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 18,000.00 | $ 16,000.00 | $ 2,000.00 |
| Structures | 891,138.05 | 823,000.00 | 68,138.05 |
| | $ 909,138.05 | $ 839,000.00 | $ 70,138.05 |

State Funds For Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-6(3) 296
(Old) I-303(16)

## S.W. 3rd AVENUE-S. W. CAPITOL HIGHWAY SECTION
## (STRUCTURES) ON THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon May 14, 1958

### Type Code P. E.

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All | Required | | $ 18,000.00 |

### Type Code X721
### Barbur Blvd.-Capitol Hwy. Undercrossing (Sta. 343+03)(Contract No. 5020)

| | | | | |
|---|---|---|---|---|
| Shoring, Cribbing, etc. | All | Required | | 5,000.00 |
| Structural Excavation | 1,800 | cu. yds. | 5.00 | 9,000.00 |
| Excavation Below Elevation Shown | 50 | cu. yds. | 12.00 | 600.00 |
| Furnish Treated Timber Piling | 9,505 | lin. ft. | 1.00 | 9,505.00 |
| Drive Timber Piles | 368 | only | 20.00 | 7,360.00 |
| Class "A" Concrete | 4,160 | cu. yds. | 52.50 | 218,400.00 |
| Metal Reinforcement | 1,010,000 | lbs. | .135 | 136,350.00 |
| Metal Rail | 1,325 | lin. ft. | 7.00 | 9,275.00 |
| Illumination Installation | All | Required | | 7,000.00 |
| | | | | $402,490.00 |

### Type Code X621
### Spring Garden Undercrossing (Sta. 274+44.20)(Contract No. 5043)

| | | | | |
|---|---|---|---|---|
| Structural Excavation | 850 | cu. yds. | 5.00 | 4,250.00 |
| Furnish Timber piling | 6,385 | lin. ft. | 1.35 | 8,619.75 |
| Drive Timber Piles | 292 | only | 40.00 | 11,680.00 |
| Class "A" Concrete | 1,167 | cu. yds. | 52.00 | 60,684.00 |
| Metal Reinforcement | 275,000 | lbs. | .135 | 37,125.00 |
| Metal Rail | 442 | lin. ft. | 10.00 | 4,420.00 |
| | | | | $126,778.75 |

### Type Code X721
### 19th Avenue Undercrossing (Sta. 268+27.11)

| | | | | |
|---|---|---|---|---|
| Structural Excavation | 450 | cu. yds. | 10.00 | 4,500.00 |
| Furnish 10" B.P. 42# Piling | 2,395 | lin. ft. | 5.00 | 11,975.00 |
| Furnish 12" B.P. 53# Piling | 910 | lin. ft. | 6.00 | 5,460.00 |
| Drive Steel Piles | 70 | only | 60.00 | 4,200.00 |
| Class "A" Concrete | 1,017 | cu. yds. | 68.00 | 69,156.00 |
| Metal Reinforcement | 259,000 | lbs. | .125 | 32,375.00 |
| Metal Rail | 800 | lin. ft. | 12.00 | 9,600.00 |
| Concrete Slab Riprap | 530 | sq. yds. | 9.00 | 4,770.00 |
| 8-inch Metal Drain Pipe | 330 | lin. ft. | 4.00 | 1,320.00 |
| | | | | $143,356.00 |

Type Code X731
Multnomah Blvd. Undercrossing (Sta. 263+56.37)

| | | | | |
|---|---|---|---|---|
| Structural Excavation | 725 | cu. yds. | 10.00 | 7,250.00 |
| Furnish Treated Timber Piling | 4,815 | lin. ft. | 1.25 | 6,018.75 |
| Drive Timber Piles | 150 | only | 60.00 | 9,000.00 |
| Class "A" Concrete | 730 | cu. yds. | 70.00 | 51,100.00 |
| Metal Reinforcement | 127,000 | lbs. | .125 | 15,875.00 |
| Structural Steel | All Required | | | 82,000.00 |
| Pipe Parapet Rail | 810 | lin. ft. | 7.00 | 5,670.00 |
| 8-inch Metal Drain Pipe | 25 | lin. ft. | 4.00 | 100.00 |
| | | | | $177,013.75 |

| | |
|---|---|
| Subtotal | $849,638.50 |
| 10% Engr. & Cont. | 84,963.85 |
| Total | $943,602.35 |

Length of 4 Structures. . . . . . . . 0.000 mile

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 18,000.00 | $ 16,000.00 | $ 2,000.00 |
| Structures | 934,602.35 | 863,000.00 | 71,602.35 |
| | $952,602.35 | $879,000.00 | $ 73,602.35 |

Oregon State Highway Department

Federal Aid
Project No. I-303(16)

## S.W. 3rd AVENUE-S.W. CAPITOL HIGHWAY SECTION (STRUCTURES)

## ON THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon September 11, 1957

**Type Code P.E.**

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 18,000.00 |

**Type Code X721**
**Harbour Blvd.-Capitol Hwy. Undercrossing (Sta. 343+03)(Contract No. 5020)**

| | | | | |
|---|---|---|---|---|
| Shoring, Cribbing, Etc. | All | Required | | $ 5,000.00 |
| Structural Excavation | 1,800 | cu. yds. | $ 5.00 | 9,000.00 |
| Excavation Below Elevation Shown | 50 | cu. yds. | 12.00 | 600.00 |
| Furnish Treated Timber Piling | 9,505 | lin. ft. | 1.00 | 9,505.00 |
| Drive Timber Piles | 368 | only | 20.00 | 7,360.00 |
| Class "A" Concrete | 4,160 | cu. yds. | 52.50 | 218,400.00 |
| Metal Reinforcement | 1,010,000 | lbs. | .135 | 136,350.00 |
| Metal Rail | 1,325 | lin. ft. | 7.00 | 9,275.00 |
| Illumination Installation | All | Required | | 7,000.00 |
| | | | | $402,490.00 |

**Type Code X621**
**Spring Garden Undercrossing (Sta. 274+44.20)**

| | | | | |
|---|---|---|---|---|
| Structural Excavation | 850 | cu. yds. | $ 5.00 | $ 4,250.00 |
| Furnish Timber Piling | 6,385 | lin. ft. | 1.50 | 9,577.50 |
| Drive Timber Piles | 292 | only | 50.00 | 14,600.00 |
| Class "A" Concrete | 1,167 | cu. yd. | 68.00 | 79,356.00 |
| Metal Reinforcement | 275,000 | lbs. | .13 | 35,750.00 |
| Metal Rail | 442 | lin. ft. | 12.00 | 5,304.00 |
| | | | | $148,837.50 |

| | |
|---|---|
| Subtotal | $551,327.50 |
| 10% Engr. & Cont. | 55,132.75 |
| Total | $606,460.25 |

Length of Structures - - - - - - - - - - - - - - - - 0.000 mile

### SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 18,000.00 | $ 16,000.00 | $ 2,000.00 |
| Structures | 606,460.25 | 576,900.00 | 29,560.25 |
| | $624,460.25 | $592,900.00 | $31,560.25 |

Oregon State Highway Department

Federal Aid
**Project No. I-303(16)**

## S.W. 3rd AVENUE-S.W. CAPITOL HIGHWAY SECTION (STRUCTURES)

## ON THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon September 6, 1957

| | | | |
|---|---|---|---|
| Type Code P.E.<br>Preliminary Engineering | All Required | | $ 18,000.00 |

Type Code X721
Barbur Blvd.-Capitol Hwy. Undercrossing (Sta. 343+03) (Contract No. 5020)

| | | | |
|---|---|---|---|
| Shoring, Cribbing, Etc. | All Required | | $ 5,000.00 |
| Structural Excavation | 1,800 cu. yds. | $ 5.00 | 9,000.00 |
| Excavation Below Elevation Shown | 50 cu. yds. | 12.00 | 600.00 |
| Furnish Treated Timber Piling | 9,505 lin. ft. | 1.00 | 9,505.00 |
| Drive Timber Piles | 368 only | 20.00 | 7,360.00 |
| Class "A" Concrete | 4,160 cu. yds. | 52.50 | 218,400.00 |
| Metal Reinforcement | 1,010,000 lbs. | .135 | 136,350.00 |
| Metal Rail | 1,325 lin. ft. | 7.00 | 9,275.00 |
| Illumination Installation | All Required | | 7,000.00 |
| | | | $ 402,490.00 |

Type Code X621
Spring Garden Undercrossing (Sta. 274+44.20)

| | | | |
|---|---|---|---|
| Structural Excavation | 850 cu. yds. | $ 5.00 | $ 4,250.00 |
| Furnish Timber Piling | 6,385 lin. ft. | 1.50 | 9,577.50 |
| Drive Timber Piles | 292 only | 50.00 | 14,600.00 |
| Class "A" Concrete | 864 cu. yds. | 68.00 | 58,752.00 |
| Metal Reinforcement | 275,000 lbs. | .13 | 3,575.00 |
| Metal Rail | 442 lin. ft. | 12.00 | 5,304.00 |
| | | | $ 96,058.50 |
| | Subtotal | | $ 498,548.50 |
| | 10% Engr. & Cont. | | 49,854.85 |
| | Total | | $ 548,403.35 |

Length of Structures- - - - - - - - 0.000 mile

void

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 18,000.00 | $16,000.00 | $ 2,000.00 |
| Structures | 548,403.35 | 506,600.00 | 41,803.35 |
|  | $566,403.35 | $522,600.00 | $43,803.35 |

Oregon State Highway Department

Federal Aid
Project No. I-303(16)

## S. W. 3rd AVENUE-S. W. CAPITOL HIGHWAY SECTION
## (STRUCTURES) ON THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon August 27, 1957

**Type Code P. E.**

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All | Required | | $ 18,000.00 |

**Type Code X721**
**Barbur Blvd-Capitol Hwy. Undercrossing (Sta. 343+03)(Contract No. 5020)**

| | | | | |
|---|---|---|---|---|
| Shoring, Cribbing, Etc. | All | Required | | $ 5,000.00 |
| Structural Excavation | 1,800 | cu. yds. | $ 5.00 | 9,000.00 |
| Excavation Below Elevation Shown | 50 | cu. yds. | 12.00 | 600.00 |
| Furnish Treated Timber Piling | 9,505 | lin. ft. | 1.00 | 9,505.00 |
| Drive Timber Piles | 368 | only | 20.00 | 7,360.00 |
| Class "A" Concrete | 4,160 | cu. yds. | 52.50 | 218,400.00 |
| Metal Reinforcement | 1,010,000 | lbs. | .135 | 136,350.00 |
| Metal Rail | 1,325 | lin. ft. | 7.00 | 9,275.00 |
| Illumination Installation | All | Required | | 7,000.00 |
| | | | | $402,490.00 |

**Type Code X621**
**Spring Garden Undercrossing (Sta. 274+44.20)**

| | | | | |
|---|---|---|---|---|
| Structural Excavation | 850 | cu. yds. | $ 5.00 | $ 4,250.00 |
| Furnish Timber Piling | 6,385 | lin. ft. | 1.50 | 9,577.50 |
| Drive Timber Piles | 292 | only | 50.00 | 14,600.00 |
| Class "A" Concrete | 870 | cu. yds. | 68.00 | 59,160.00 |
| Metal Reinforcement | 285,000 | lbs. | .13 | 37,050.00 |
| Metal Rail | 442 | lin. ft. | 12.00 | 5,304.00 |
| | | | | $129,941.50 |

| | |
|---|---|
| Subtotal | $532,431.50 |
| 10% Engr. & Cont. | 53,243.15 |
| Total | $585,674.65 |

Length of Structures. . . . . . . . . . . . . 0.000 mile

# SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 18,000.00 | $ 16,000.00 | $ 2,000.00 |
| Structures | 585,674.65 | 539,000.00 | 46,674.65 |
| | $ 603,674.65 | $555,000.00 | $ 48,674.65 |

Oregon State Highway Department

Federal Aid
Project No. I-303(16)

## S. W. 3RD AVENUE - S. W. CAPITOL HIGHWAY SECTION (STRUCTURES)

## ON THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 18, 1957

| | | | |
|---|---|---|---|
| Type Code P. E. | | | |
| Preliminary Engineering | All Required | | $ 18,000.00 |
| Type Code X721 | | | |
| Barbur Blvd.-Capitol Hwy. Undercrossing (Sta. 343+03) | | | |
| Shoring, Cribbing, Etc. | All Required | $ | $ 5,000.00 |
| Structural Excavation | 1,800 cu. yds. | 6.00 | 10,800.00 |
| Excavation Below Elevation Shown | 50 cu. yds. | 20.00 | 1,000.00 |
| Furnish Treated Timber Piling | 9,505 lin. ft. | 1.40 | 13,307.00 |
| Drive Timber Piles | 368 only | 50.00 | 18,400.00 |
| Class "A" Concrete | 4,160 cu. yds. | 68.00 | 282,880.00 |
| Metal Reinforcement | 1,010,000 lbs. | 0.13 | 131,300.00 |
| Metal Rail | 1,325 lin. ft. | 12.00 | 15,900.00 |
| Illumination Installation | All Required | | 15,000.00 |
| | Subtotal | | $493,587.00 |
| | 10% Engr. & Cont. | | 49,358.70 |
| | Total | | $542,945.70 |

Length of Structure 0.000 Mile

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 18,000.00 | $ 16,200.00 | $ 1,800.00 |
| Structure | 542,945.70 | 501,550.00 | 41,395.70 |
| | $560,945.70 | $517,750.00 | $43,195.70 |

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MAY 29 1958

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1-[illegible] (17)
5020

May [illegible], 1958

Oregon State Highway Commission

Undercrossing of Barbur Boulevard
and Capital Highway, Contract No.
5020

Gentlemen:

The contract for this project was authorized in the amount of $526,765.50. During construction it developed that there was a substantial overrun in the amount of general excavation for the interstate roadway which was included in this contract. It was also intended that the abutments of the bridge would be backfilled with material taken from the general excavation. It developed that this material was entirely unsuitable for backfill material and it was necessary that quarry-run rock be substituted. There were also minor overruns in pavement base and surfacing. The estimated overrun of the authorization is $52,000.

It is recommended that an increase in the project authorization in the amount of $52,000 be approved.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. Ivan D. Merchant
Mr. C. N. Maison

GSP:gm er

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5020

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENTAL CORRESPONDENCE

Portland, Oregon
March 24th, 1950

SUBJECT: Price Agreement No. 2
Pacific Hwy. UnderXing of Barbur Blvd
Prefix 26-1068, Cont. 5020

To: Ivan Merchant
Bridge Engineer
State Highway Department
Salem, Oregon

Herewith Price Agreement No. 2 for the above subject project in the amount of $8,291.50 to provide for furnishing and placing quarry rock backfill at the southerly and northerly ends of the overcrossing, and for the widening of Barbur Boulevard at the northeast corner of the structure.

In accordance with previous conversations with Mr. G. S. Paxson, and with you, it is deemed advisable to backfill the existing abutments with quarry rock backfill in lieu of the excavated material which is saturated and plastic. This material is also deemed unsuitable for roadway widening at this time.

This order covers approximately 718 cubic yards of rock previously used at the southerly end of the structure, which Gibbons and Reed feel they are entitled to onthe basis that this work was previously done on their own ititiative rather than use the available excavated material, and since at this time, we feel this material is unsuitable for use, payment should be made for their backfill work at the southerly pier. The basis of payment for this material at the rate of $2.65 per cubic yard is cost of $2.35, plus 15%, in accordance with extra work percentages.

For the backfilling work at the northerly end, and for the widening of Barbur Boulevard, Gibbons and Reed have obtained a price of $2.10 per cubic yard due to the increased quantities, and the price of $2.42 per cubic yard is based on cost, plus 15%.

The cost of both items on the force account basis includes placing, compacting in accordance with standard specifications.

Approval of this Price Agreement is recommended.

Original Signed by [illegible]

A. E. JOHNSON
Assistant Division Engineer

AEJ:w
Encl.
cc: G. S. Paxson ✓
Ed Hardt
L. A. Johnston

FORM E 20X—37 500—8-56—86685

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 24th, 1958

Prefix 26-1088, Cont. 5020

To: Ivan Merchant
Bridge Engineer
State Highway Department
Salem, Oregon

SUBJECT:

On this date a meeting was held at the Portland Division Office between Gibbons and Reed's representative, Mr. A. V. Toolson and his superintendent, Mr. A. G. Skelton, Mr. A. E. Johnson, Ed Hardt, L. R. Allen and Lowell Johnston. This meeting was held to discuss and arrive at solutions to various problems in connection with the above subject project. The following problems were considered.

1. Backfilling of north and south abutment
2. Widening of Barbur Boulevard
3. Stage 2 construction
4. Paving to replace pavement at the ends of the structure
5. Disposing of excess material.

The following was a result of the meeting as to each item considered.

Backfilling Abutments:

We requested Gibbons and Reed to complete the backfilling of the north abutment with quarry rock, and advised Mr. Toolson that since we considered the backfilling of these abutments with excavated material to be work under his contract, that we proposed to pay for the cost of the material delivered to the job only. The question of doing this work by force account was proposed, and it was agreed by Mr. Toolson that a price for the rock delivered, plus 15%, which is the usual force account percentage, would be acceptable, and that Gibbons and Reed would absorb the cost of spreading, compacting, etc.

Widening Barbur Boulevard:

The same basis of payment for rock material used to widen Barbur Boulevard was acceptable to Mr. Toolson. Again Mr. Toolson agreed that Gibbons and Reed would absorb the placing charges.

State 2 Work:

In considering stage 2 work, it was agreed with all concerned that it is anticipated that excavated material will be suitable at the time this work is performed for backfilling of abutments, and on this assumption, it is planned to backfill with excavated material.

Replacing Pavement at Bridge Ends:

No provision was made in the plans or specifications for replacing pavement at the bridge ends, which in accordance with approval of Mr. G. S. Paxson is to be done with asphaltic concrete pavement. Since Gibbons and Reed have a bid price for this item, it was agreeable with them to pave the bridge ends at their contract bid price.

Disposing of Excess Material:

It was brought up that there will be considerable excess material resulting from stage one construction, and also stage 2 construction. As a result of stage one construction, a portion of the excavated material has been performed and stockpiled within the project limits. During the construction of the stage one, a portion of the excavated material was hauled beyond the limits of the project to a waste area, because all available sources for material were used. Mr. Toolson felt that for material hauled beyond the limits of the project, Gibbons and Reed should be allowed a haul adjustment. He also felt that for material previously moved and stockpiled, and which will be required to be hauled to the south limits of the existing grading contract, that Gibbons and Reed should be allowed loading, plus haul, adjustment. For material not excavated yet, he would expect haul adjustment only. Mr. Toolson stated that for the excess material deposited on the "A" line, which line was widened to facilitate wasting of excess material, and which line is within the limits of the contract, that Gibbons and Reed would perform required shaping at no additional cost. For stage 2 construction, Gibbons and Reed requested haul adjustment for any excess material hauled beyond the limits of the project directly from the point of excavation.

It was agreed that Gibbons and Reed would submit prices for settlement of the above items under discussion in connection with the disposing of the various excess materials, and that it would be the mutual aim of all concerned to arrive at prices equitable to both the contractor and the state.

On completion of the conference, a call was placed to Mr. G. S. Paxson, and he was advised of the proposed prices for the rock required for backfilling to piers and widening of Barbur Boulevard. At that time Mr. Paxson was advised that the price of the material delivered for the previous work was $2.30 per cubic yard, and the additional work was expected to be the same price, and that we proposed to pay $2.65 for all rock. Subsequent to this phone call, Mr. Toolson advised that he was able to get a better price for the additional rock, and a Price Agreement is being submitted under separate cover using $2.65 per cubic yard for work previously done at the south abutment, and $2.42 per cubic yard for work at the north abutment and for the widening of Barbur Boulevard, both of which prices are based on cost of material delivered to the job site, plus 15%.

Original Signed by A. E. Johnson

A. E. JOHNSON
Assistant Division Engineer

AEJ:w
cc: A. V. Toolson ✓
G. S. Paxson ✓
Ed Hardt
Lowell Johnston

RECEIVED
[illegible] 3 - 1958
FOR FILING
I 31 2[illegible] 1
5[illegible]

FORM 8/157 2M [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
A. E. JOHNSON, ASSISTANT DIVISION ENGINEER
P.O. BOX 4699, PORTLAND 2, OREGON

PHONE: OL 4-6511

IN REPLY PLEASE
REFER TO FILE NO.

January 27, 1958

Mr. A. V. Toolson
Division Manager
Gibbons and Reed Company
P. O. Box 4989
Portland 13, Oregon

Dear Sir:

In regard to your letter of January 15, 1958, relating to extra work at both the Pacific Highway Undercrossing of Barbur Boulevard and Capitol Highway project, contract No. 5020, and the Iowa Street Bridge project, contract No. 5023, I would like to explain that the purpose of my letter of January 8th to you was only to avoid a repetition of the extra work order claim that you have recently submitted, dealing with pile driving at the Iowa Street Bridge wherein no advance notice of extra work was given me before the work was done.

Prior to the date of the pile driving, when both jobs were beginning, I asked your field superintendent to always inform me before he did any work that he considered extra work. This was not done in the case of the above mentioned pile driving, nor has it ever been done with any of the items of your list of alleged extra work, with the exception of item No. 3 on the Iowa Street Bridge, and those several items which were orally authorized by myself, and, of course, would need no such statement.

I will not deny that we may have different opinions as to what is and what is not extra work, and I was not, by writing my earlier letter, attempting to prevent you from submitting a claim for any disputed work. I only wished to be informed of your intentions before the work was done. I believe that under Article 1.5.13 of the standard bridge specifications, I am entitled to such information. I would like to itemize your list of extra work, and explain my position in each case.

FOR CONTRACT NO. 5020

1. "Additional Work Occasioned by Your Marking the Pavement Removal in Error."

Assuming that there was a mistake made in marking pavement for removal, I cannot understand how this could possibly be construed as

NOTED
C. C. PAXSON

extra work, since pavement removal is handled on a unit price basis under item No. 1 of the contract.

2. "Additional Work Caused by the Change in the Location of the Detour from the Location Shown on the Contract Drawing."

The contract drawing does not detail the location of the detour. It merely shows a shaded area which indicates the location of the detour. Scaling this drawing indicates that the minimum clearance from the north corner of state one construction of the edge of the detour was intended to be approximately 13 feet. At the time that the outside north bound lane of the detour was intact, you would have found, by field measuring, that the actual minimum clearance given you was more than 17 feet. I cannot see how this would cause you extra work.

3. "Additional Work Caused by the Laying Out of the General Excavation to Slopes Steeper than the Material Will Stand."

Apparently you have reference to the excavation in the vicinity of abutment No. 1. At this location the only general excavation layout done by myself or my crew was to mark on the pavement the approximate critical corner and line of abutment No. 1 footing. This corner was the part of the structure closest to the detour. Naturally, if these marks were construed to be top of cut slope, the material would not stand. They indicated a vertical cut was required and for this reason at this location, the plan clearly called for "Shore and Crib as Required" to be paid for under Item No. 13 of the contract,, "Shoring and Cribbing, Etc." In the vicinity of abutment No. 2 my crew marked the top of the cut slope and in that location there was no slope made that was steeper than the material would stand, even with considerable blasting being done at the bottom of the slope.

4. "Watchman Required by the State Industrial Accident Commission."

The Industrial Accident Commission required you to maintain a watchman on the detour near abutment No. 1 at certain times when they felt that your shoring and cribbing was inadequate to safeguard the traveling public. Surely you do not expect the Highway Department to pay you for work done at the insistence of the Accident Commission, particularly since the work was required due to inadequacy of your shoring, which the Highway Department has already paid you for.

5. "Additional Piling for the 'C' Line Wall Footing to Correct Your Piling Order."

Apparently this is in reference to three piles which shattered before they were driven to required bearing, and therefore had to be replaced. The standard specifications, Article 2.3.18 states in part, "No payment will be made for piles driven out of place, for defective piles, or for piles which are damaged in handling or driving."

6. "Flagging Barbur Boulevard Traffic."

This is a legitimate item of extra work as called for in the special provisions of the contract. Your submitted bill has been approved, and payment is awaiting the next estimate. I had decided to overlook the fact that contrary to the special provisions, I have never been advised of the location and number of flagmen in use, nor has the report of flagging time in which the state is to participate ever been handed me. I was able to justify your billing, since my own job diary shows that flagging probably was necessary on the days you show on your statement.

7. "Constructing Weep Holes in Walls and Abutments."

This is a legitimate item of extra work orally requested by me. As far as was practical, your time spent on this work was noted by my crew and "Daily Records of Force Account Labor and Materials" were issued to your foreman, which were in accord with his time charges for this work. No billing has been received from you to date.

8. "Backfilling of Walls and Abutments."

Under the item of "Earthwork" in the special provisions, the contractor is called upon to perform all earthwork called for on the plans. Since "Earth Backfill" is called for behind the abutment section shown on sheet No. 2 of the plans, payment for this work will be included under item No. 2 of the contract, "General Excavation, Unclassified." Please refer to our letter dated January 20, 1958 from our Division Office.

9. "Hauling and Wasting of the General Excavation Materials."

Again under the item of "Earthwork", the special provisions state, "It shall be understood that the cost of hauling excavated materials from the place of excavation to the place of deposit will be covered and included in the price bid for the excavation of the materials, and no separate or additional payment will be made for the hauling of the materials."

10. "Barricade at Pedestrian Walkway."

This is a legitimate item of extra work as shown on the plans, and as verbally ordered by myself. My crew kept records of the actual time spent on this work, and issued the Daily Record of Force Account Labor and Material sheets which agree with your foreman's time. Your submitted bill has been approved, and payment is awaiting the next estimate.

11. "All Work Involved in Reconstructing Bent No. 1 Footings Necessitated by Error in Your Horizontal Control."

All work done in this reconstruction not covered by contract unit prices has been noted by my crew. Daily Records of Force Account Labor and Materials for this portion of the work have been signed by my representative and issued to your foreman.

FOR CONTRACT 5023

1. "Splicing Piling to Add to Your Order Lengths."

This is a legitimate item of extra work verbally ordered by myself. Your bill was received January 4, 1958, and payment awaits approval by the State Highway Engineer.

2. "Testing with an Air Hammer the Piling Previously Driven with a Gravity Hammer."

Your bill for payment of this item was received January 4, 1958. The validity of this claim in my mind is somewhat questionable. Therefore, I have forwarded it to the Division Engineer for his analysis.

3. "Hauling Excavated Materials Away from the Vicinity of the Bridge."

The basis of this claim is the definition of "vicinity". The special provisions call for the general excavation to be disposed of in the vicinity of the structure. On the north end of the structure you were directed to dispose of the material some 1200 feet from the end of the bridge. You feel that this is beyond the vicinity of the bridge, and you may be right. However, at the time the work was done, your representative on the job said words to the effect that "we will wait and see how much the excavation costs us , and how the final quantities come out before we make a claim." So far I have received no claim.

As you may recall, late in December 1957, we had a discussion relative to workday charges at the Capitol Highway project. Since that time only one workday has been charged out of a possible fifteen. This surely must show that I am willing to listen to your opinions regarding this matter. If you feel that I am being unfair with my workday charges on the Iowa Street Bridge project, I would welcome a discussion about it. However, as I have said in the past, if you feel that I have charged workdays unfairly, you should file written protest as the contract specified.

Yours very truly,

Edward L. Hardt

EDWARD L. HARDT
Resident Bridge Engineer

ELH:w

cc: G. S. Paxson ✓
Ivan Merchant
A. G. Skelton
Lowell Johnston

RECEIVED
JAN 28 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Copy. Given Lowell Johnston -20-58 A.E.J.

Mr. Paxson:
For your information.
A.E.J.

January 15, 1958

P. O. Box 4989
Portland 15, Oregon

Mr. Edward L. Hardt, Resident Bridge Engineer
Oregon State Highway Department
5514 S. W. 20th Avenue
Portland, Oregon

Dear Sir:

Your letter concerning Extra Work Order bills raises some questions on our part. First of course is the fact that we question your authority to modify the contract by requiring the "Daily Record of Force Account Labor & Material" sheets. Second is the fact that your letter gives a false impression of your readiness to sign and give us the Daily Record you mention. Nothing could be further from the true picture. On most of the extra work you have required of us we have found that our records are the only records kept, that these records are not given proper consideration by you, and that getting a signed Daily Record from you is virtually impossible.

We have no doubt that we will be able to collect for all of the extra work which we have performed. But we feel that appropriate action on your part would be to conform to the provisions of the contract that require that you authorize in writing those Extra Work Items that you have been having us perform. A partial list of these would include:

For Contract No. 5020-
1. Additional work occasioned by your marking of the pavement removal in error.
2. Additional work caused by the change in the location of the detour from the location shown on the contract drawing.
3. Additional work caused by the laying out of the general excavation to slopes steeper than the material would stand.
4. The watchman required by the State Industrial Accident Commission.
5. The additional piling for the "C" line wall footing to correct your piling order.
6. Flagging Barbur Boulevard traffic.
7. Constructing weep holes in walls and abutments.
8. Backfilling of walls and abutments.
9. Hauling and wasting of the General Excavation materials.
10. Barricade at pedestrian walkway.
11. All work involved in reconstructing Bent '1' footings necessitated by the error in your horizontal control.

For Contract 5023-
1. Splicing piling to add to your order lengths.
2. Testing with an air hammer the piling previously driven with a gravity hammer.
3. Hauling excavated materials away from the vicinity of the bridge.

NOTED
G. S. PAXSON

The length of the list makes it apparent that if we had waited for written authorization before proceeding with these items the jobs would have been shut down some time ago. We have done everything within reason to expedite the jobs. We have performed extras and made changes and corrections for you. We will not now be placed in a defensive position when we ask for payment for performing this extra work.

Part of our reluctance to wait for written authorization before beginning work on extra items has been forced by the delays we encountered when we were getting started. When we were awarded Contract No. 5020, the Barbur-Capitol Undercrossing, the detours had not been started and no apparent effort had been made to relocate the telephone and power lines. We were delayed through more than six weeks of good weather, from August 8 until September 23. The excavation was finally available to us two days before the fall rains started. We moved more material in those two days than we did in the succeeding two months. On the Iowa Street Bridge the award of the contract was delayed until you had finished securing the right of way. We started work without a contract and again were delayed by a power line and phone line that had not been relocated. This is on a contract that has a fixed completion date.

The sum of these constitutes just about all of the delay we can permit on the structures. We feel you could be of real service to all of the interested parties to the contracts if you would clarify your position and ours by drawing up a definitive written authorization for each of the items we enumerated earlier. Further than that we feel that as each new situation requiring extra work arises you should authorize the work promptly in writing, keep adequate records of the performance of the work, and pay for the work when we present the bill. If in addition you want our invoices to be accompanied by Daily Record sheets signed by you, surely you will have to give us each day an appropriate number of these sheets suitably signed.

One other issue that we should call to your attention is your charging of work days. The contract provides that only those days on which we get 60 percent of the production normally possible under favorable conditions are to be charged. We feel that you have been unrealistic in your determination of our production on most of the days we have worked this winter. Since we have failed in our attempts to reconcile our differences by discussion we will be compelled to start protesting in writing every single day that you are charging us wrongly.

Very truly yours,

GIBBONS & REED COMPANY

A. V. Toelson
Division Manager

AVT/hst

cc - Mr. A. C. Shelton
Mr. Ivan D. Merchant

FORM E-157 2M 5-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

1859

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
A. E. JOHNSON, ASSISTANT DIVISION ENGINEER
P.O. BOX 4699, PORTLAND 2, OREGON

PHONE: OL 4-6511

RECEIVED
JAN 23 1958

FOR FILING

January 20, 1958

IN REPLY PLEASE
REFER TO FILE NO.

Gibbons and Reed Co., Contractors
P. O. Box 4989
Portland 13, Oregon

Attn: A. V. Toolson
Division Manager

Gentlemen:

This will confirm our telephone conversation of January 17, 1958 regarding backfilling and placing of quarry run rock behind the abutments of the Barbur Boulevard Undercrossing at Capital Highway being constructed under your contract No. 5020.

You have questioned that the work of backfilling the walls and abutments of this structure is included in your contract items. It is our interpretation from the plans and specifications that this work of backfilling is your responsibility as embankment. I advised you that if you took exception to this, it should be handled on a claim basis.

You requested that we make payment for approximately 3-1/2 feet of quarry run rock which you desired to place in the upper part of the backfill behind the abutments. The typical section for Barbur Boulevard provides for 16 inches of bottom course base, and I advised you on Friday that it would be our intention to increase this by an additional 12 inches of base material. I advised you also that Mr. G. S. Paxson had indicated that in the event you place quarry run rock in order to facilitate your construction activities, and if the quarry run rock were placed to the elevation of the bottom of the normal 16 inch base course, payment would be made to you for the 12 inches of rock immediately below the normal base course at your bid price for coarse crushed material in base, this payment being made on a volume basis, allowing for provision for compaction.

Yours very truly,

A. G. SKELTON
Division Engineer

By Original Signed by A. E. Johnson

A. E. JOHNSON
Assistant Division Engineer

NOTED

AEJ:w
cc: G. S. Paxson ✓
Ivan Merchant
Tom Edwards
Ed Hardt
Lowell Johnston

RECEIVED
JAN 21 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 21 1957
FOR FILING

[illegible] 08-35

December 19, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Projects I-303(16) & (17)
Capitol Highway Undercrossing
Orders for State Force Work
Traffic protection and control
Estimated Total Cost - $12,050
Federal Funds - $10,900

Dear Sir:

We are approving the use of State force as being in the public interest for the following reasons:

(1) The contractors are neither properly equipped nor staffed to perform the work contemplated under the orders.

(2) The State has trained men and specialized equipment available in this area to perform the work most economically.

(3) The work to be performed is of such nature that it could not be placed on a reasonable unit priced bidding basis.

Our approval is contingent upon the condition that costs upon which Federal participation is based shall take into consideration the salvage valve of the installations which can be recovered and used again.

Very truly yours,

C. G. Polk
Division Engineer

By:

E. H. Cowan
Acting Division Engineer

Original to
Bridge Dept.

NOTED
G. S. PAXSON

Form A-105

APPROVED as a minor change.

No major change [illegible] and no major increase [illegible] agreement amount will result from this change.

Date DEC 19 1957

for G. POLK
Division Engineer
Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

# Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name: Pacific Highway U'xing Barbur Blvd. & Capitol Hwy. Date: October 31, 19

Highway: Pacific Contract No. 5080 F. A. Project No. L- [illegible] (10 &

County: Multnomah Prefix 26-1048 Account No. 273

Description of Work To Be Done: Install asphaltic concrete traffic markers on detour at the Capitol Highway and Barbur Blvd. U'xing. Install traffic markers for left-turn hideout on detour opposite junction of detour and "A" leg. Widen detour on westerly side at Capitol Highway to provide more room for shoring and cribbing for Undercrossing. Provide for maintenance of detour.

Location by Station Numbers: Throughout the project.

FEDERAL PARTICIPATION REQUESTED ON BASIS OF ACTUAL COST

Estimate of Quantities and Costs:

| | |
|---|---|
| Labor | $ 1,000.00 |
| Equipment Rental | 400.00 |
| Materials | 600.00 |
| | $ 2,000.00 |

Explanation: Left-turn hideout and traffic markers not shown on original plans. Maintenance to be done by State Forces. Funds set up in authorization for this work. Part of the work has been done. All work under this order to be done by State Forces.

**INSTRUCTIONS**

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

| | | |
|---|---|---|
| Project authorization | $ 526,765.50 | |
| Present estimate of project cost, including $ 2,000.00 for work under this order | $ 526,765.50 | |
| Expected under-run over-run (amount) | $ None | |
| Expected under-run over-run (per cent) | None | |

Space to right of this line for use of Salem Office

Submitted by: ........................ Resident Engineer

Approval Recommended: ........................ Construction Engineer or Bridge Engineer

Approval Recommended: ........................ Division Engineer

Approved: ........................ Deputy State Highway Engineer Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Assistant State Highway Engineer.

A

RECEIVED
AUG 15 1957
FOR FILING

[illegible]
(17)
[illegible]

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1957

SUBJECT: Overcrossing, Barbur Blvd.
and Capitol Highway
Harbor Drive-Washington Co. Line

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

L

I am forwarding herewith a copy of a letter from the Bureau of Public Roads in which they request that a guard rail be installed on the left side of the "B" line off-ramp to protect the columns of this structure. They also request that protection be provided for any lighting poles necessary at the island nosing opposite Station 340.

Will you please bear this in mind to the end that the suggestions are incorporated into the finished job.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:je

Encl.

cc Forrest Cooper
P. M. Stephenson
F. B. Crandall

NOTED
FORREST COOPER

RECEIVED
AUG 14 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 12 1957
FOR FILING

| |
|---|
| [illegible] |
| [illegible] |
| [illegible] |

August 12, 1957

Gibbons & Reed Company
P. O. Box 4989
Portland, Oregon

Gentlemen:

The State Highway Commission on August 8, 1957, awarded to you State Highway Contract No. 5020 for Pacific Highway Undercrossing of Barbur Blvd. and Capitol Highway on the S. W. 14th Ave.-Washington County Line Section of the Pacific Highway, in Multnomah County.

This award was based on your bid of $446,236, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

cc - P. M. Stephenson
Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
AUG 21 1957
FOR FILING

OREGON DISTRICT I 16)
I - 303 (17)
5020
08-35

*file*

DEPARTMENT OF COMMERCE
**BUREAU OF PUBLIC ROADS**
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

August 6, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

In connection with review of P. S. and E. for Oregon Projects I-303(16) and I-303(17), covering construction of the Barbur Blvd. and Capitol Highway Undercrossing Structure, conditions are noted that should, we believe, be taken care of before the facility is completed and opened to traffic.

On the portion of the "B" line off-ramp under the structure, it appears that guardrail on the left should be provided to confine ramp traffic and prevent possible collisions with columns of the structure.

Also, it is our belief that any plans for lighting and signing at the nose of the proposed 5-foot concrete island beginning near Station 340 should, for reasons of safety, include provision for adequate protection or elimination of poles on the island.

Very truly yours,

C. G. Polk

C. G. Polk
Division Engineer

RECEIVED
[illegible] 8 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

by F.C.

Mr. Edwards was requested to take care of minor changes as suggested

DEPARTMENT OF COMMERCE
**BUREAU OF PUBLIC ROADS**
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

RECEIVED
JUL 25 1957
OREGON DISTRICT
FOR FILING

I-303(16)
I-[illegible] 08-35
5020

July 24, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-303(16), S. W. Capitol Highway Undercrossing on the 3rd Avenue-S.W. Capitol Highway Section of the Pacific Highway. This is to authorize your advertising for bids.

This approval is given subject to your making any corrections or revisions which may be found necessary following a complete review of the design details.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been obtained.

Very truly yours,

CGPolk

C. G. POLK
Division Engineer

RECEIVED
JUL 25 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 26 1957
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT
OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

I-303(17)
I-303(17)
5080

08-35

July 24, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-303(17), grading portion of the S. W. Capitol Highway Undercrossing contract on the 3rd Avenue-S.W. Capitol Highway Section of the Pacific Highway. This is to authorize advertising for bids.

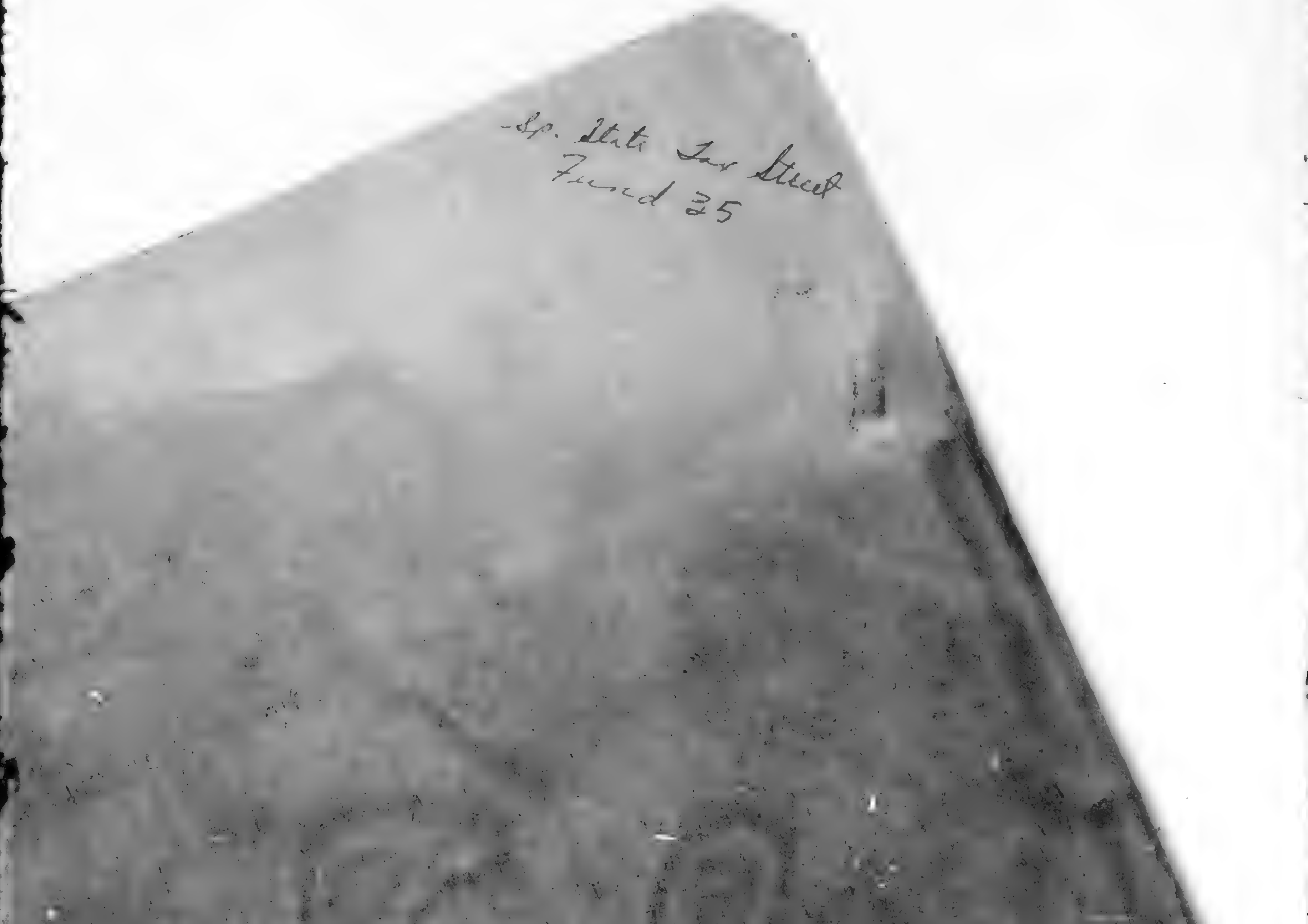
Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been obtained.

Very truly yours,

CGPolk
C. G. POLK
Division Engineer

RECEIVED
JUL 25 1957
OFFICE OF
STATE HIGHWAY ENGINEER

312-1706 [illegible] City (Bridge St.) 1947
Grading and Paving Proj.



Sp. State Tax Street
Fund 35

Form A-150—10M—6-57

NOTED
Harold C. Avers

NOTED
C. G. SWENSON

INVOICE

## Oregon State Highway Department

SALEM, OREGON

NOTED
V. R. JONES

*Invoice No.* 54400

*Date* February 11, 1958

*Your Req. No.*

*Billing Request No.* cc 388

*Credit Distribution:* 312-1700-295

City of Prairie City
Prairie City, Oregon

NOTED
JOHN D. GRAHAM

Attention: Mrs. Zelma Woods, City Recorder

---

Final Billing: City share of total cost of Bridge Street grading and paving project covered by agreement dated August 1, 1957

| | | |
|---|---|---|
| | Advance Deposit | 900.00 |
| Total cost as per attached | 20,047.47 | |
| Less agreed State share | 20,000.00 | |
| | Agreed City share | 47.47 |
| | To be refunded | 852.53 |

RECEIVED
FEB 13 1958
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $________________

By ________________________________

State Printing 4396

Form A-191—10M—

OREGON STATE HIGHWAY DEPARTMENT

NOTED
[illegible] C. Ayers

NOTED
C. G. SWENSON

# Request for Outside Billing

**(Or Advice of Cash Transaction)**

**Address invoice to:**

City of Prairie City
Prairie City, Oregon

Attention of Mrs. Zelma Woods, City Recorder

Request No. (assigned by staff engineer or head of division) cc-388

NOTED
V. R. JONES

Date 2/11/53

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final billing: City share of total cost of Bridge Street grading and paving project, covered by agreement dated August 1, 1957.

Total City share: $47.47 (See attached statement)

**Itemized Statement:**

Advance Deposit------------ $900.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | Total Cost $20,047.47 | | |
| | | Less Agreed State Share 20,000.00 | | |
| | | Agreed City Share -------- | | $ 47.47 |
| | | REFUND DUE CITY------------ | | $852.53 |

Has payer made payment for this service?

If so, what is amount of payment? $

Has payer made a deposit with the department to guarantee payment? Yes

If so, what is amount of deposit? $900.00

Is this a partial or final request for billing? Final

Have there been any previous requests for billing in connection with this same service? No

If so, give total of all previous requests $

Also give number of last previous request

Credit distribution:
312-1706-295

Submitted by:
H. C. Ayers

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

State Printing

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COSTS

February 11, 1958

CONTRACT NO. 5021
PRAIRIE CITY Special City Allotment Project
Bridge Street: Base and Pave

PAYMENTS TO CONTRACTOR

| Item | Qty. | | @ | Total |
|---|---|---|---|---|
| 1. Drainage excavation | 121.03 | c.y. | $ 4.00 | $ 484.12 |
| 2. General excavation | 436 | c.y. | 2.00 | 872.00 |
| 3. Special borrow excavation | 756 | c.y. | 1.30 | 982.80 |
| 4. 12" corrugated pipe | 72 | l.f. | 5.41 | 389.52 |
| 5. 18" " " | 138 | l.f. | 6.37 | 879.06 |
| 6. 6" metal drain pipe | 10 | l.f. | 2.50 | 25.00 |
| 7. 6" perforated metal drain pipe | 206 | l.f. | 2.00 | 412.00 |
| 8. Special back fill in drains | 20.84 | c.y. | 6.00 | 125.04 |
| 9. Adjustment of manholes | 2 | each | 50.00 | 100.00 |
| 10. Haul & place 1&1/2"-0 in base | 1074 | c.y. | 1.30 | 1,396.20 |
| 11. Haul & place 3/4"-0 in base | 390 | c.y. | 1.30 | 507.00 |
| 12. Sprinkling | 33 | M/gal. | 4.00 | 132.00 |
| 13. Class B asphaltic concrete | 961.61 | tons | 10.92 | 10,500.78 |

| | |
|---|---|
| Subtotal, Contract Items | $16,805.52 |
| Engineering & Contingencies | 2,079.45 |
| Survey | 1,162.50 |
| Total Cost | $20,047.47 |
| Agreed State Share | 20,000.00 |
| City Share | $ 47.47 |
| City Advance Deposit | 900.00 |
| REFUND DUE CITY - - - - - - | $ 852.53 |

HCA:mm

Files

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FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
**December 2, 1957**

|  |  |  |  |
|---|---|---|---|
| 312-V706<br>(CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |  |
| **5021** | **3 Final** | **Interstate Paving Co.** |  |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| **27801** | **H197694** | $**504.17** | **11-29-57** |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: **40 workdays from Aug. 26, 1957**

Time Extensions: **None**

Completion Date: **Oct. 17, 1957**

Date Accepted: **Oct. 31, 1957**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Dec. 2, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: DEC - 3 1957
GC

NOTED ON CARD
OM

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NOV 15 1957
FOR FILING

5021

Nov. 14, 1957

**CERTIFIED MAIL**

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5021 for grading and paving on the Prairie City (Bridge St.) Section in Grant County was completed by the contractor, Interstate Paving Company, on October 17, 1957 and was formally accepted by the Highway Commission on October 31, 1957.

Final payment in the amount of $504.17 will be released to the contractor on or after Nov. 25, 1957. The total contract amount is $16,805.52, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

NOTED ON CARD

Om

Form E-1—10M—7-57

OREGON STATE HIGHWAY DEPARTMENT "FINAL"

# Field Engineer's Weekly Report

## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 18, 1957, 19

Section Prairie City ( Bridge Street)
Kind of work Grading & Paving
Highway City Street County Grant
Section prefix 312-1706
Contractor Interstate Paving Co.
Contract number 5021
Date of contract August 13, 1957, 19
Specified work days 40 Beginning 8-26-57
Date work started Sept. 5, 1957, 19
Work days used 33
Project authorization . . . . . $ 20,155.61
Exclusive of engineering . . . . $ 18,722.32
Per cent of time elapsed 82½ %
~~Estimated~~ cost of completed project, exclusive of engineering . Contract amount . . . . . . $ 16,805.52
~~Estimated~~ per cent ~~overrun or~~ underrun . . . . . . . . . " . . ". . . . . . . . 5.7 %
Per cent of contract completed, based on total contract price . . . . . . . . . . . . . . 100 %
Engineering authorization . . . . $ 1,433.29
Engineering cost to date $ 2073.87, 144.7 %
Date project was completed Oct. 17, 1957

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

A. C. was placed on approaches and connecting roads that were designated. Shoulder rock was placed and processed and the entire job was dressed up. All equipment was removed by Thursday.

Mr Campbell, Mayor of Prairie City, talked with several Council members & all said they were well pleased with the job. He went over the project with Turner and said he was willing to accept it.

Project was Semi- finaled and delivered to La Grande on Friday.

EAB ?

Signed Kevin Laughlin
Kevin Laughlin, Resident Engineer
Address Baker Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 5146

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 0.17 | 0.43 |  |  | 0.43 |
| Miles partially completed |  |  |  |  |  |
| Miles completed | 0.17 | 0.43 |  |  | 0.43 |
| Total estimated quantities (contract) | 1180 | 1540 |  |  | 1060 |
| Total quantities corrected to date | 1192 | 1464 |  |  | 961.61 |
| Estimated quantities moved or placed to date | 1192 | 1464 |  |  | 961.61 |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  |  |  | 1 |
| Hours per shift |  |  |  |  | 8 |
| Average force on project for week |  |  |  |  | 6 |

|  |  |
|---|---|
| Men | 2 |
| Supervision | 1 |
| Men and trucks under 3 tons |  |
| Men and trucks over 3 tons | 3 |
| Men and tractors |  |

Equipment used during week: Shovels .........., Power graders ..1....., Rollers .....1.., Mixers .........., Crushing or screening plants ..........

Compressors ............, Bulldozers ............, Compaction rollers ............, Trucks ...3...., Paving Plant.., . .1. . ............

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday |  |  |  |
| Monday | Cloudy |  |  |
| Tuesday | Fair |  |  |
| Wednesday | Fair |  |  |
| Thursday | Fair |  |  |
| Friday |  |  |  |
| Saturday |  |  |  |

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SEP 9 1957

FOR FILING
312-1776
[illegible]

August 13, 1957

Interstate Paving Company
715 East 18th Street
The Dalles, Oregon

Gentlemen:

The State Highway Commission on August 8, 1957 accepted your proposal for grading and paving on Bridge Street in Prairie City in Grant County for the sum of $17,816.10 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5021.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc
cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

NOTED
J. Mc C.

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

R. G. Savage
Tom Edwards
S. H. Probert

RECEIVED
AUG 14 1957
FOR FILING

FORM E-20X—67,500—[illegible]
312-1906
8c21

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1957

SUBJECT: Advance Deposit
1957 Special City Allotment Project
Prairie City

To: Mr. S. H. Probert
OFFICE

We have received an advance deposit of $900 from Prairie City covering the city's share of the Special City Allotment project on Bridge Street.

This project is now clear for awarding of a contract.

H. C. Ayers

H. C. Ayers
Field Engr., County & City Relations

HCA:mm

cc: G. S. Paxson ✓

NOTED
G. S. PAXSON

RECEIVED
[illegible] 1957
OFFICE OF
[illegible] ENGINEER

**CITY OF PRAIRIE**
**PRAIRIE CITY, OREGON**

NOTED
Harold C. Avers

August 10, 1957

C.G. Swenson, Eng.
County and City Relations
State Highway Department
Salem, Oregon

advance fund

NOTED
John F. Hagemann

Dear Sir:

Your letter of August 9th at hand with reference to the Bridge Street Special City Allotment project here in Prairie City. As the city wishes to proceed with the project, a check for $900.00, advance deposit is enclosed.

Very truly yours,
CITY OF PRAIRIE CITY — check no. 1975 for #900.00 to Acctg Div
Zelma Hoode
City Recorder
8-12-57
F Query

~~RECEIVED~~
~~AUG 9~~

NOTED
C. G. SWENSON

RECEIVED
AUG 1957
ENGINEER

RECEIVED
AUG 13 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED
JOHN D. GRAHAM

RECEIVED
AUG 9 1957
FOR FILING

| |
|---|
| 312-1706 |
| |
| 5021 |

Salem, Oregon
August 5, 1957

Sp. stat. tax St. Funds-
#35

$250,000 Fund Agreement
City of Prairie City

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engr., County City Relations

Attached hereto is a conformed copy of an agreement with the city of Prairie City covering the Special City Allotment project on Bridge Street in Prairie City.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Prairie City, Oregon.

Secretary

rn
Attach: 1

FORM E30—50M—11-55—90224

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1957

**SUBJECT:** $250,000 Fund Agreement
Prairie City

**To:** Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Special City Allotment project on Bridge Street in Prairie City.

Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

This project was approved by the Highway Commission on ~~December 17, 1956.~~ 6-27-57 agenda Item 4-i(1)

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

RECEIVED
JUL 23 1957
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION
DATE 6-27-57 agenda Item 4-i-(1)
Secretary

# ORDINANCE NO. 221

7-9-57

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF PRAIRIE CITY, OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF BRIDGE STREET FROM THE JOHN DAY HIGHWAY TO McCALLUM STREET, A DISTANCE OF APPROXIMATELY 0.45 MILES AND DECLARING AN EMERGENCY.

Whereas the City of Prairie City, Oregon, has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provision or ORS 366.800 and 366.805, and,

Whereas the State Highway Commission has accepted such application for the improvement of Bridge Street, a distance of approximately o.45 mile, and,

Whereas in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "Exhibit A" attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to $20,000 and the City of Prairie City to pay all cost in excess of $20,000;

NOW THEREFORE, BE IT ORDAINED BY THE CITY OF PRAIRIE CITY.

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Prairie City, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Bridge Street from the John Day Highway to McCallum St. and is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by the said Commission.

Section 3. Whereas it is necessary that said improvement be made in the spring and summer of 1957 when the weather permits, and whereas the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Prairie City, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor as authorized by the Charter dated October 2nd, 1954.

AYES 7

NAYES 0

Submitted to and approved by the Mayor the 9th day of July, 1957

## ORDINANCE NO. 221

7-9-57

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF PRAIRIE CITY, OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF BRIDGE STREET FROM THE JOHN DAY HIGHWAY TO McCALLUM STREET, A DISTANCE OF APPROXIMATELY 0.45 MILES AND DECLARING AN EMERGENCY.

Whereas the City of Prairie City, Oregon, has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provision or ORS 366.800 and 366.805, and,

Whereas the State Highway Commission has accepted such application for the improvement of Bridge Street, a distance of approximately o.45 mile, and,

Whereas in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "Exhibit A" attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to $20,000 and the City of Prairie City to pay all cost in excess of $20,000;

NOW THEREFORE, BE IT ORDAINED BY THE CITY OF PRAIRIE CITY.

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Prairie City, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Bridge Street from the John Day Highway to McCallum St. and is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by the said Commission.

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AYES 7

NAYES 0

Submitted to and approved by the Mayor the 9th day of July, 1957

By ______________________
Mayor

ATTEST:
Zelma Woods
City Recorder

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
June 25, 1957

NOTED
Harold C. Ayers

SUBJECT: Base Design Recommendations
Bridge Street in Prairie City
City Street
Grant County

To: A. F. Parson
Division Engineer
Oregon State Highway Department
La Grande, Oregon

NOTED
John F. Hagemann

Following is a list of laboratory tests, indicating the total thickness of base course plus wearing surface necessary for a [illegible] traffic design on the individual soils sampled, as reported at this time:

| Laboratory Report No. | Station | Depth | Hole No. | Total Crushed Base and Wear |
|---|---|---|---|---|
| 421356 | 60' S. of John Day R. Br. W edge of Pav't. | 3"-20" | | 12.5" |
| 421355 | 300' S. of John Day R. Br. Centerline. | 6"-20" | | 12.5" |
| 421354 | 75' from int. of Br. & McColdin St. on Centerline. | 1"-18" | | 12.5" |

Frost penetration in this area is reported at 25".

TOM EDWARDS
Construction Engineer

by
G. L. Decker
Staff Assistant

CC: Tom Edwards
E. Loughlin
V. Moore
H. Ayers

NOTED
C. G. SWENSON

RECEIVED
JUN 26 1957
[illegible]

RECEIVED
MAY 31 1957
FOR FILING

312-1716

5021

Salem, Oregon
May 29, 1957

1957 Special City Allotment Projects
Metolius & Prairie City

Mr. Tom Edwards
OFFICE

The State Highway Commission has approved, by telephone, the addition of two projects to the Special City Allotment program for 1957. The two projects to be added and a description and estimate of the work to be done are as follows:

(1) Prairie City
0.44 mile of grading, base, and paving on Bridge Street

Estimated Cost: $24,600
State Share $20,000
City Share $ 4,600

(2) Metolius
0.40 mile of grading, base, and paving on Butte Street

7.9.T alloc. to cities

Estimated Cost: $18,500
State Share $18,500
City Share $--

Please prepare the necessary survey orders for the proposed projects.

G. S. Paxson
Assistant State Highway Engineer

JDG:mm

cc: Forrest Cooper
S. H. Probert
C. G. Swenson

PRAIRIE CITY 5-29-57

$250,000 Fund Project (1957)

PRELIMINARY ESTIMATE

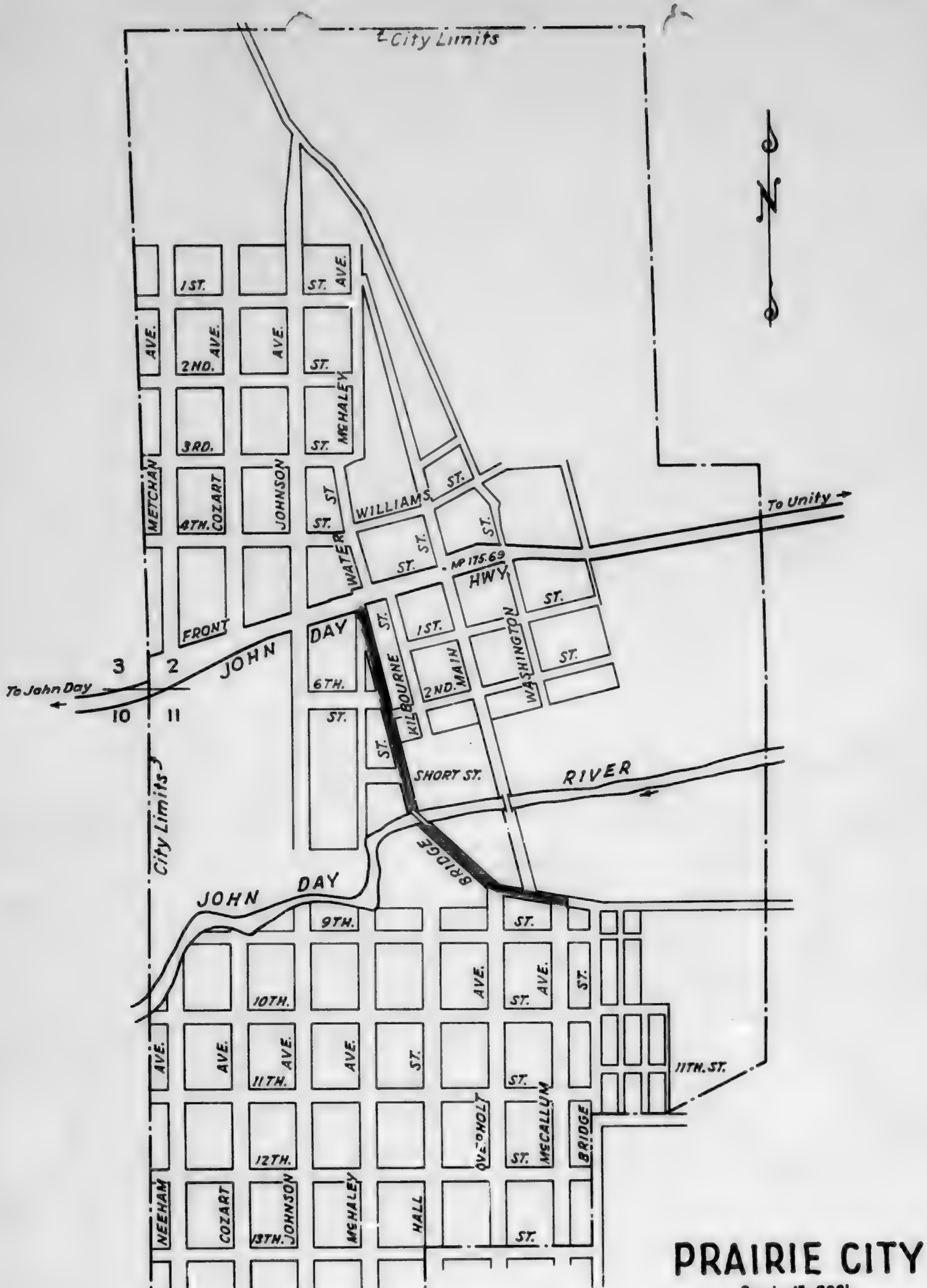
Bridge Street from McCallum Street to the John Day Highway, a distance of approximately 0.44 mile.

Grade; add 8" to 12" of base rock 28' in width and 3" asphaltic concrete 20' in width from McCallum Street to the John Day River Bridge. Place 3" of asphaltic concrete from bridge to the highway 20' in width. Dig out two weak spots and rebase.

| Item | Qty. | @ | Total |
|---|---|---|---|
| Excavation | 600 c.y. | $ 1.50 | $ 900.00 |
| Coarse crushed material in base | 525 c.y. | 5.00 | 2,625.00 |
| 3/4"-0 in base and shoulders | 325 c.y. | 5.50 | 1,787.50 |
| Sprinkling | 20 M/gal. | 4.00 | 80.00 |
| Class "B" asphaltic concrete | 1050 Tons | 15.00 | 15,750.00 |
|  |  |  | $21,142.50 |
| Engineering & Contingencies |  |  | 2,642.81 |
| Survey |  |  | 850.00 |
|  |  |  | $24,635.31 |

Total Estimate: $24,600

HCA:mm
5/29/57


City Limits
N
To Unity
To John Day
1ST.
ST.
AVE.
2ND.
3RD.
4TH.
METCHAN
COZART
JOHNSON
MCHALEY
WILLIAMS
WATER
MP 175.69
HWY
FRONT
JOHN
DAY
3
2
10
11
6TH.
KILBOURNE
MAIN
WASHINGTON
SHORT ST.
RIVER
BRIDGE
City Limits
9TH.
10TH.
11TH.
12TH.
13TH.
11TH. ST.
NEEHAM
HALL
OVERHOLT
MCCALLUM

# PRAIRIE CITY

Scale 1" = 800'
GRANT COUNTY
T. 13 S., R. 33 E., W. M.

Rev. 8-19-52

RECEIVED
MAY 28 1957
FOR FILING

312-1 M.6

5-21

May 28, 1957

Oregon State Highway Commission

Re: City Projects
$250,000 Fund

Gentlemen:

We have now received bids on all but two of the 1957 projects under the $250,000 Special City Allotment Fund. One project in Independence was cancelled at the City's request and we have received very favorable bids on the project under this program. It now appears that our total expenditures under this fund will be approximately $220,000. It is advisable that we do not fall behind on this program and in order to take up the balance of the fund, I recommend that the following two projects be approved. Both of these projects were submitted but not included in the approved list because of limitation of funds.

(1) Prairie City
0.44 mile of grading, base, and paving on Bridge Street

| | | |
|---|---|---|
| Estimated cost | | $26,300 |
| State's share | $20,000 | |
| City's share | 6,300 | |

(2) Metolius
0.42 mile of grading, base, and paving on Butte Street

776.
[illegible]

| | | |
|---|---|---|
| Estimated cost | | $21,800 |
| State's share | $20,000 | |
| City's share | 1,800 | |

I have previously contacted you by telephone on this matter, as it is advisable that the contracts be scheduled for an early meeting so that the work can be completed this year. This matter will be on the agenda at the June 27-28 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. C. H. Maison
Mr. C. G. Swenson

GSP:fn

FORM E30—30M—11-55—90224

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
May 24, 1957

**SUBJECT:** $250,000 Special City Allotment Fund

**To:** Mr. G. S. Paxson
OFFICE

Bids have now been received on all but two of the 1957 fund projects and it is found that the total cost of these projects will considerably underrun the $250,000 allotment. The estimated cost of the State's share of these projects is now approximately $220,000. There are two reasons for this underrun. One project in Independence estimated to cost $12,000 was canceled at the city's request because a plywood plant located at the end of the proposed project has discontinued operations. The other reason for the underrun is exceptionally low bids received on some of the projects.

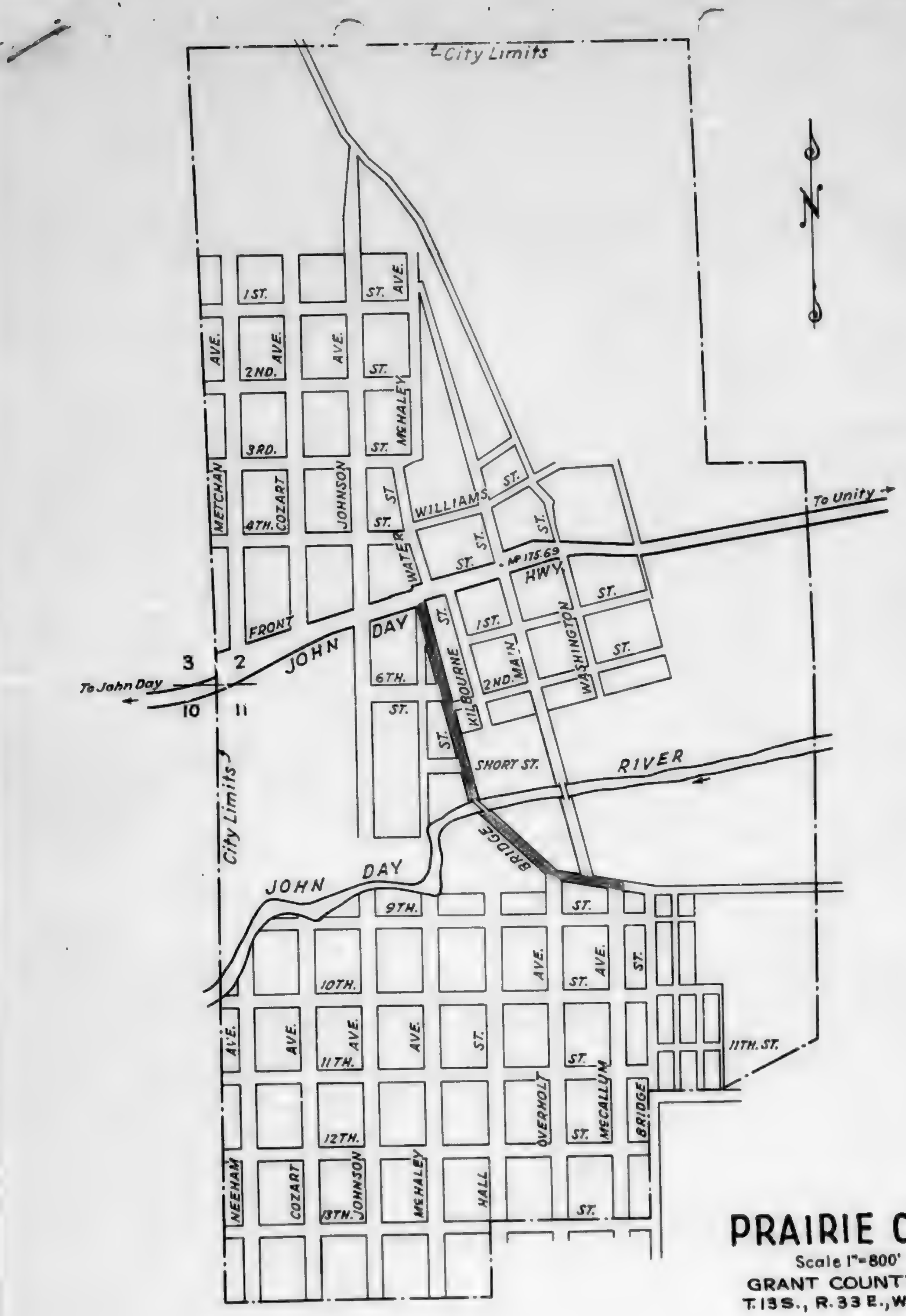
In view of the above it is suggested that construction of two additional projects be approved from the 1957 fund. The recommended projects are in Prairie City and Metolius. These two projects were not recommended for approval in the 1957 report only because of the isolated locations with no anticipated construction work in the vicinity of these projects. At the present time we have contracts for road and street construction work in the vicinity of both of these projects which should result in satisfactory bids on these projects.

C. G. Swenson

C. G. Swenson
Engineer, County and City Relations

CGS:mm

RECEIVED
MAY 27 1957
OFFICE OF
STATE HIGHWAY ENGINEER


City Limits
N
1ST.
ST.
AVE.
AVE.
2ND.
AVE.
AVE.
ST.
3RD.
ST.
McHALEY
METCHAN
4TH.
COZART
JOHNSON
ST.
ST.
WATER
WILLIAMS
ST.
ST.
ST.
To Unity →
ST.
MP 175.69
HWY.
ST.
FRONT
JOHN
DAY
ST.
1ST.
WASHINGTON
3
2
JOHN
To John Day
10
11
6TH.
KILBOURNE
2ND.
MAIN
ST.
ST.
ST.
SHORT ST.
RIVER
City Limits
BRIDGE
JOHN
DAY
9TH.
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10TH.
AVE.
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AVE.
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11TH.
AVE.
ST.
11TH. ST.
ST.
OVERHOLT
12TH.
ST.
McCALLUM
BRIDGE
NEEHAM
COZART
13TH.
JOHNSON
McHALEY
HALL
ST.

# PRAIRIE CITY

Scale 1"=800'

GRANT COUNTY

T.13S., R.33E., W.M.

Rev. 8-19-52

NOTED
Harold C. Ayers

December 18, 1956

Mr. Carl J. Born, Mayor
Prairie City
Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

Your application for improvement of Bridge Street in Prairie City, requested by resolution dated July 25, 1955, to be constructed from the 1957 Special City Allotment fund, was considered by the State Highway Commission at its December 17-18, 1953, meeting.

Investigation found Bridge Street was receiving excessive wear due to heavy and unusual industrial traffic, but the remote location of this project, insofar as any other construction project was concerned, would cause excessive cost. Due to this anticipated cost the Highway Commission did not approve the project for construction in 1957.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Clarence G. Swenson
Acting Engineer, County & City Relations

HCA:te

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

No. 2

$25,000 - '57

Prairie City

5-22-56

Bridge Street is receiving excessive wear due to use by unusual heavy industrial traffic, log trucks from a very large holding southeast of the city.
The 0.17 mile between the John Day River bridge and McCallum Street is in very poor condition, the oiled surface has reverted to gravel. The balance, north of the bridge, is in fair to poor condition, should have 3" A.C. placed.

Advised Mayor Carl J. Born that, due to remote location, the proposed project would be very expensive and unless, we would have a State Contract in the vicinity would not be able to obtain a bid.

The 0.17 mile should have extensive work to widen and ease curves, new base and drainage, the 0.27 mile would need paving only.
Could legally recommend a project, but too remote

H C Ayers

Not recommended at this time

[illegible] City.

[illegible] along McCallum Street to the [illegible] distance of approximately 0.44 mile

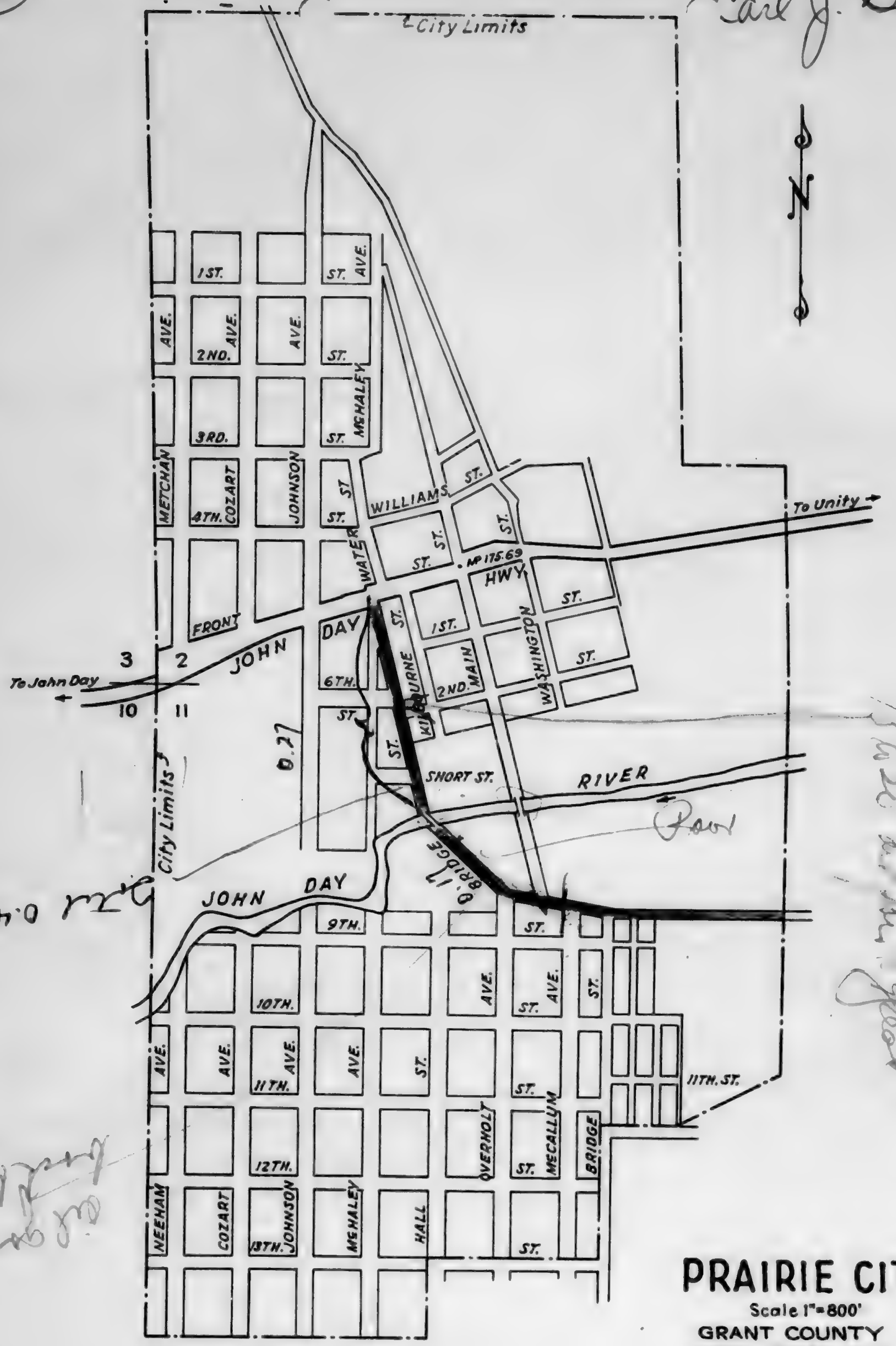
[illegible] 3" asphaltic Concrete pavement [illegible] feet for 0.[illegible] mile from Bridge to McCallum St. 3" [illegible] John Day River Bridge to [illegible].

| | | | |
|---|---|---|---|
| Excavation | 600 cu yds | 1.25 | 750.00 |
| [illegible] | 525 cu yds | 5.00 | 2625.00 |
| 3/4 [illegible] | 263 cu yds | 5.00 | 1315.00 |
| [illegible] | 20 [illegible] | 4.00 | 80.00 |
| Class B [illegible] | 1150 tons | 17.00 | 19550.00 |
| | | | 24370.00 |
| | | | 3046.25 |
| | | | 850.00 |
| | | | $28,266.25 |

$28,300

②

Carl J. Born


City Limits
N
1ST.
2ND.
3RD.
4TH.
ST.
AVE.
METCHAN
COZART
JOHNSON
MCHALEY
WATER
WILLIAMS
ST.
MP 175.69
HWY
To Unity
FRONT
JOHN
DAY
6TH.
KILBURNE
1ST.
2ND.
MAIN
WASHINGTON
3
2
10
11
To John Day
0.27
SHORT ST.
RIVER
BRIDGE
0.17
JOHN
DAY
9TH.
10TH.
11TH.
12TH.
13TH.
11TH. ST.
NEEHAM
COZART
JOHNSON
MCHALEY
HALL
OVERHOLT
MCALLUM
BRIDGE
Road
Total 0.44
Start at this Road
All gone [illegible]

## PRAIRIE CITY

Scale 1"=800'

GRANT COUNTY

T.13S., R.33E., W.M.

Rev. 8-19-52

RECEIVED
AUG 10 1955

7-25-55

# RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Prairie City is an incorporated city of the State of Oregon, and has a population of 822, as given by the latest official census, and

WHEREAS, the following streets of said city, ____________________

Form cc-50 (1953 Rev.)
Special City Allotment

From the city limits along the road on the South side of the John Day River to where the road Connects with Bridge St.
Bridge St from that point to its intersection with Front St.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

City Limits along the road on the South Side of John Day River to where Road Connects with Bridge Street then Bridge St. to its intersection with Front St.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Prairie City does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Carl J. Born as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 25th day of July, 1955.

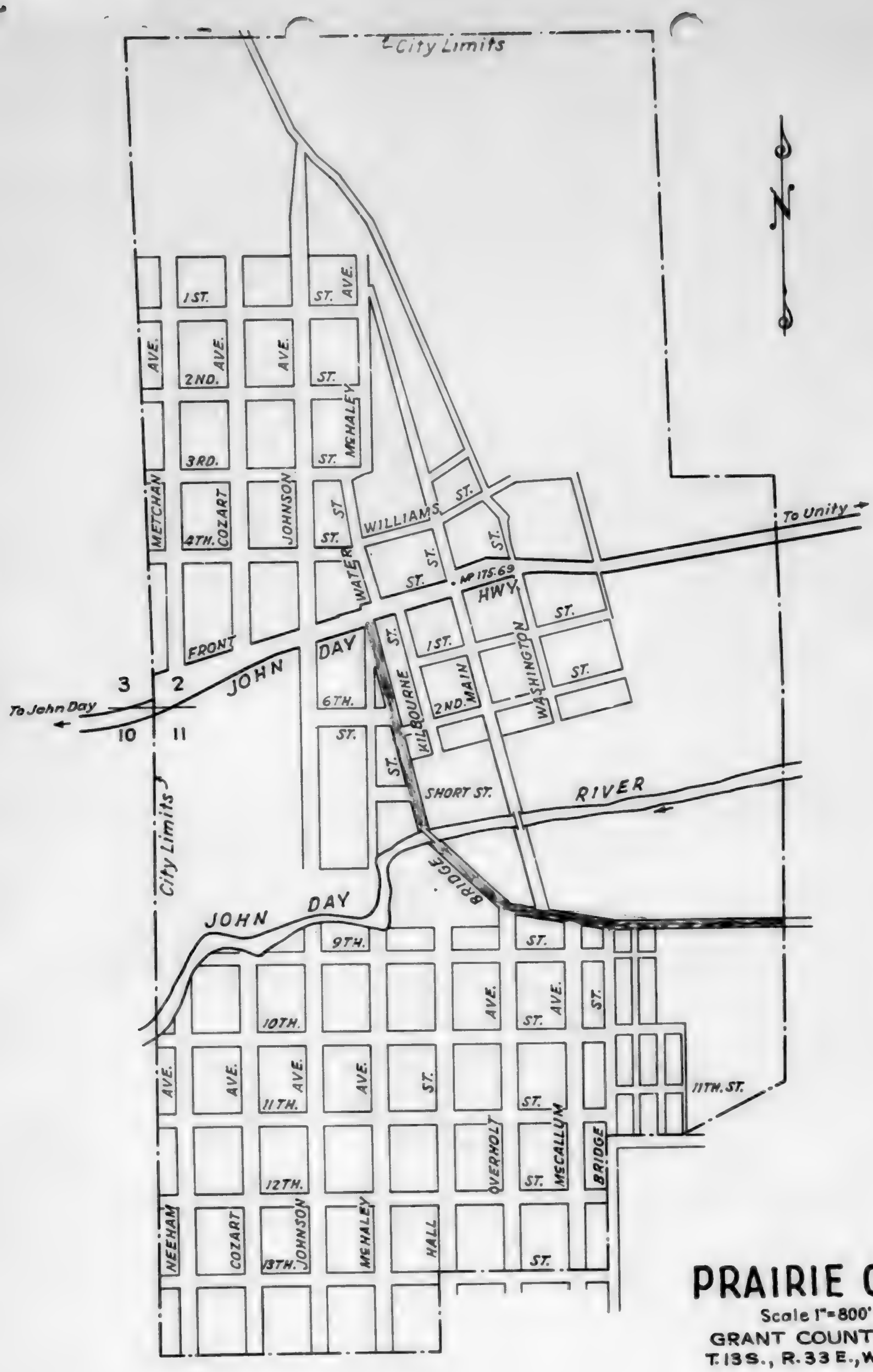
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

--------- ---------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Prairie City at a regular or special meeting of said Council, held on the 25th day of July, 1955, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 26th day of July, 1955.

Zelma Woods
City Recorder


City Limits
1ST.
ST.
AVE.
2ND.
AVE.
AVE.
AVE.
ST.
3RD.
ST.
MCHALEY
METCHAN
COZART
4TH.
JOHNSON
ST.
ST.
WILLIAMS
ST.
ST.
To Unity
ST.
ST.
WATER
ST.
MP 175.69
HWY
ST.
FRONT
DAY
ST.
1ST.
WASHINGTON
ST.
3
2
JOHN
To John Day
6TH.
KILBOURNE
2ND.
MAIN
10
11
ST.
ST.
SHORT ST.
RIVER
City Limits
BRIDGE
JOHN
DAY
9TH.
ST.
10TH.
AVE.
ST.
AVE.
ST.
AVE.
AVE.
11TH.
AVE.
AVE.
ST.
ST.
11TH. ST.
OVERHOLT
MCCALLUM
BRIDGE
12TH.
ST.
NEEHAM
COZART
JOHNSON
13TH.
MCHALEY
HALL
ST.

# PRAIRIE CITY

Scale 1"=800'

GRANT COUNTY

T.13S., R.33E., W.M.

Rev. 8-19-52

I-324(15) Salem By-pass Sec. of
Pacific Hwy. (Grading)

19[illegible]7

RECEIVED
NOTED
W. C. WILLIAMS

W.C. Williams

June 24, 1960

Salem By-Pass
Contract No. 5022

# FINAL COST ANALYSIS
Grading
Contractor: Earl L. McNutt
Resident Engineer: Alfred Shirley

Pacific Highway
Prefix 24-1028
Project I-324(15)

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| Clearing and Grubbing | 100% | All | 12,000.00 | | 8,800.00 | 12,000.00 |
| Drainage Excavation | 4,191.39 | Cu.Yd. | 2.00 | 1.73 | 7,250.89 | 8,382.78 |
| Spec.Borrow Exc., Loc."A" | 54,548.4 | Cu.Yd. | 0.24 | 0.24 | 12,970.12 | 13,091.62 |
| Spec.Borrow Exc., Loc."B" | 280,833.1 | Cu.Yd. | 0.27 | 0.26 | 73,753.27 | 75,824.94 |
| General Excavation | 194,888.1 | Cu.Yd. | 0.28 | 0.26 | 51,546.36 | 54,568.67 |
| Short Overhaul | 2,814,076 | Yd.Sta. | 0.0075 | 0.0073 | 20,544.92 | 21,105.57 |
| Long Overhaul | 363,174 | C-Yd.Sta. | 0.39 | 0.385 | 140,054.87 | 141,637.86 |
| Loading & Placing Top Soil | 2,620 | Cu.Yd. | 0.60 | 0.56 | 1,454.41 | 1,572.00 |
| Finishing R.B. & Slopes | 8.25 | Mile | 600.00 | 521.35 | 4,301.15 | 4,950.00 |
| Rounding Cutbanks | 5,125 | Lin.Ft. | 0.15 | 0.14 | 715.66 | 768.75 |
| 12" Corr.Metal Pipe | 752 | Lin.Ft. | 3.35 | 3.27 | 2,458.84 | 2,519.20 |
| 12" Concrete Pipe | 2,816 | Lin.Ft. | 2.15 | 1.89 | 5,331.01 | 6,054.40 |
| 18" Concrete Pipe | 1,135 | Lin.Ft. | 3.85 | 2.96 | 3,362.80 | 4,369.75 |
| 24" Concrete Pipe | 160 | Lin.Ft. | 5.50 | 4.00 | 639.60 | 880.00 |
| 30" Concrete Pipe | 16 | Lin.Ft. | 7.35 | 5.36 | 85.71 | 117.60 |
| 36" Concrete Pipe | 268 | Lin.Ft. | 9.15 | 7.71 | 2,066.35 | 2,452.20 |
| 48" Concrete Pipe | 568 | Lin.Ft. | 13.70 | 12.03 | 6,830.74 | 7,781.60 |
| 58" Arch Type C.M.P. | 20 | Lin.Ft. | 24.00 | 20.05 | 400.96 | 480.00 |
| 72" Arch Type C.M.P. | 363 | Lin.Ft. | 37.10 | 30.75 | 11,162.35 | 13,467.30 |
| 18" Metal End Section | 33 | Each | 47.00 | 34.53 | 1,139.44 | 1,551.00 |
| 24" Metal End Section | 11 | Each | 65.00 | 51.10 | 562.06 | 715.00 |
| 30" Metal End Section | 3 | Each | 90.00 | 75.72 | 227.15 | 270.00 |
| 36" Metal End Section | 1 | Each | 137.00 | 130.20 | 130.20 | 137.00 |

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| 42" Metal End Section | 3 | Each | 200.00 | 186.98 | 560.93 | 600.00 |
| 8" Perf. Conc. Drain Pipe | 3, 303 | Lin. Ft. | 1.20 | 1.13 | 3, 745.46 | 3, 963.60 |
| Special Backfill in Drains | 616.73 | Cu. Yd. | 5.00 | 4.28 | 2, 638.03 | 3, 083.65 |
| Class "A" Concrete | 48.53 | Cu. Yd. | 68.00 | 68.00 | 3, 300.04 | 3, 300.04 |
| Metal Reinforcement | 9, 472.6 | Lbs. | 0.155 | 0.155 | 1, 468.25 | 1, 468.25 |
| Salvage Type 2 Fence | 508.12 | Rod | 4.00 | 2.10 | 1, 067.05 | 2, 032.48 |
| Salvage Type 3 Fence | 216.48 | Rod | 5.00 | 2.75 | 595.32 | 1, 082.40 |
| Type 2 Fence | 28.24 | Rod | 10.00 | 5.24 | 147.98 | 282.40 |
| Type 3 Fence | 25.33 | Rod | 10.00 | 8.91 | 225.69 | 253.30 |
| Loose Riprap | 3, 780.43 | Cu. Yd. | 4.00 | 3.36 | 12, 702.24 | 15, 121.72 |
| PA#1 Sprinkling | 2, 848 | M-Gal. | 3.25 | 2.49 | 7, 088.18 | 9, 256.00 |
| PA#2 Clearing and Grubbing | 12 | Acre | 550.00 | 208.33 | 2, 500.00 | 6, 600.00 |
| PA#2 Remove Concrete Masonry | 70 | Cu. Yd. | 12.85 | 9.52 | 666.50 | 899.50 |
| PA#3 1-1/4" Cr. Rock in Place | 50 | Cu. Yd. | 2.75 | 2.44 | 122.03 | 137.50 |
| PA#4 Furn. & Place 1-1/2"-0 Rock | 35 | Cu. Yd. | 3.42 | 2.60 | 90.84 | 119.70 |
| PA#4 Pit Run Mat'l in Base | 200 | Cu. Yd. | 2.32 | 1.99 | 398.38 | 464.00 |
| PA#5 Cement Adj. Favor of State | .404 | Bbl. | 4.35 | | | -1.76 |
| PA#6 Type 2 Fence | 169.46 | Rod | 7.00 | 5.24 | 887.97 | 1, 186.22 |
| Force Account | | | | | 5, 202.24 | 5, 426.30 |
| Deductions:<br>Claim for damages for repairing structures | | | | | | -4, 296.39 |
| | | | | | $399, 195.99 | $425, 676.15 |

| | |
|---|---|
| Gross Revenue | $ 425, 676.15 |
| Total Cost | 399, 195.99 |
| Net Profit | $ 26, 480.16 |

Net Profit equals 6.2% of Gross Revenue

## DETAIL OF COST - Contract No. 5022

| | | | | |
|---|---|---|---|---|
| Labor: | | | | |
| Labor | | | $ 117,057.85 | |
| Labor Insurance | | | 8,428.17 | |
| Health & Welfare and Pension | | | 3,862.91 | $ 129,348.93 |
| Materials: | | | | |
| 12" Corr. Metal Pipe | 752 Lin. Ft. | @ $2.17 | 1,631.84 | |
| 12" Corr. Metal Bands | 37 Each | @ $2.17 | 80.29 | |
| 12" Concrete Culvert Pipe | 2,816 Lin. Ft. | @ $0.90 | 2,534.40 | |
| 18" Concrete Culvert Pipe | 1,135 Lin. Ft. | @ $1.84 | 2,088.40 | |
| 24" Concrete Culvert Pipe | 160 Lin. Ft. | @ $2.79 | 446.40 | |
| 30" Concrete Culvert Pipe | 16 Lin. Ft. | @ $3.82 | 61.12 | |
| 36" Concrete Culvert Pipe | 268 Lin. Ft. | @ $4.72 | 1,264.96 | |
| 48" Concrete Culvert Pipe | 568 Lin. Ft. | @ $7.65 | 4,345.20 | |
| 58" Arch Type Corr. Metal Pipe | 20 Lin. Ft. | @ $15.67 | 313.40 | |
| 58" Arch Type Corr. Metal Bands | 1 Each | @ $15.67 | 15.67 | |
| 72" Arch Type Corr. Metal Pipe | 363 Lin. Ft. | @ $24.05 | 8,730.15 | |
| 72" Arch Type Corr. Metal Bands | 16 Each | @ $48.10 | 769.60 | |
| 18" Metal End Sections | 33 Each | @ $21.96 | 724.68 | |
| 24" Metal End Sections | 11 Each | @ $34.37 | 378.07 | |
| 30" Metal End Sections | 3 Each | @ $53.07 | 159.21 | |
| 36" Metal End Sections | 1 Each | @ $90.06 | 90.06 | |
| 42" Metal End Sections | 3 Each | @ $145.97 | 437.91 | |
| 8" Perf. Concrete Drain Pipe | 3,303 Lin. Ft. | @ $0.65 | 2,146.95 | |
| Backfill Rock | 616.73 Cu. Yd. | @ $1.00 | 616.73 | |
| Type 2 and Type 3 Fence and Posts | | | 820.46 | 27,038.77 |
| Equipment Rentals and Miscellaneous Supplies: | | | | |
| Equipment Rental, Owned | | | 173,629.53 | |
| Gas, Oil and Grease | | | 18,410.63 | |
| Bond | | | 1,922.70 | |
| P.U.C. | | | 375.20 | |
| P.L. and P.D. Insurance | | | 1,463.22 | |
| Freight and Cartage | | | 3,175.50 | |
| Small Tools and Misc. Supplies | | | 2,721.45 | |
| Amt. paid Everett Jones for Clearing | | | 10,500.00 | |
| Amt. paid Douglas Freeburn for Hauling and Placing Rip Rap | | | 12,702.24 | |
| Amt. paid Hannan Bros. for Concrete Work | | | 5,016.78 | |
| Amt. paid Mr. Clarambeau for Fencing | | | 2,638.63 | |
| Lumber | | | 110.48 | |
| Home Office and General Overhead | | | 10,141.93 | 242,808.29 |
| | | | TOTAL | $ 399,195.99 |

Contract No. 5022 - Remarks

This was a "Federal Aid Interstate Project" calling for the grading of 8.25 miles of highway roadbed on the Salem By-Pass Section of the Pacific Highway in Marion County.

The contract was bid August 8, 1957, awarded September 20, 1957. Work started August 22, 1957 and the project was completed June 24, 1959.

The clearing and grubbing work on the highway roadway and the borrow area was performed by Everett Jones who used a D-7 cat and dozer, two power saws and one weed burner. Good progress was made on these items.

The contractor purchased the culvert pipe and the metal end sections and the installation was done by John Waite and his crew of pipe layers, who also did a majority of the drainage excavation.

The contractor moved in two D-8 cats and scrapers, three D-8 dozers and one cat #12 grader, hauling the material from borrow pit location "A" near the north end of the project. This material was moved in approximately two weeks, then the operations were shifted to location "B". More equipment was brought in including four D-W20's and one D-9 cat and dozer used for a push cat, one water wagon and one D-6 cat and dozer used on the fill. Good progress was made on the borrow materials from both locations. The general excavation was done simultaneously with the borrow excavation using the same equipment, with the exception of increasing the D-W20's from four to nine. Good progress was made on the excavation until they were closed down, due to the strike, for approximately five weeks. On November 30, 1958 the grading operation was stopped for the winter due to rain. Grading operations were resumed April 13, 1959 and continued until the project was completed.

The furnishing and placing of the riprap rock was done by Douglas Freeburn using a shovel and five to six trucks. The contractor realized a profit on this item.

The concrete work was subcontracted by Hannan Brothers at bid prices.

The salvaging and installing of the type 2 and type 3 fence was performed by John and Dale Clarambeau, fencing contractors. The new fence was purchased by the prime contractor.

The contractor had good bid prices, good equipment and good supervision realizing a good profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
DEC - 9 1959

FOR FILING

J-24.5

5022

A

December 8, 1959

United Pacific Insurance Co.,
Fidelity & Surety Department
United Pacific Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5022 for grading the Salem By-pass Section of Pacific Highway in Marion County was completed by the contractor, Earl L. McNutt Co., on June 24, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $11,421.96 will be released to the contractor after acceptance by the Commission. The total contract amount is $425,676.15, of which amount $5,426.30 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
[illegible] 1959
FOR FILING

FORM E-30 50M 11-58 15000

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13, 1959

To:

Mr. J. D. Walker
Division Engineer
Office

SUBJECT:

Salem By-Pass Section
Pacific Highway
Contract No. 5022
Damage Claim - State Street Overcrossing and Turner Overcrossing
CAO 59-107

This concerns the matter of the State Highway Department's claim for damages against McNutt Brothers, arising out of their equipment operations resulting in damage to the deck of the State Street Overcrossing and the Turner Overcrossing, totaling $4,371.39.

This is to confirm our discussion wherein we agreed the most appropriate way to adjust this matter with the contractor is for this sum of money to be withheld from the final payment to the contractor. Then it will be up to the contractor, if he feels that retaining the amount of money to cover our damage is unjustified, to take the initiative in a claim against the State.

Therefore, I am no longer treating this file as the usual claim file to be handled by the Legal Department and will cease any further activity in connection with this claim until otherwise advised.

MITCHEL CREW
Staff Attorney

MC/ks

cc: I. A. DeFrance
Cecil Gardner
G. S. Paxson

NOTED
[illegible] ISON

RECEIVED
SEP 23 1959
FOR FILING

I 324(15)

5022

September 21, 1959

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Completion - Erosion Control Work
Salem Bypass Section
Pacific Highway
Contract No. 5022
FAP No. I-324(15)

Dear Sir:

The erosion control work on the subject job, authorized October 28, 1957 in an Order for State Force Work was completed September 10, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Staff Engineer

Bc Mr. M. H. Astrup

RECEIVED
JUN 29 1959
FOR FILING

I-324

5122

June 29, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 24, 1959, on Contract No. 5022, Salem By-Pass Section, in Marion County, in connection with Federal Aid Project No. I-5-5(3)250[I-324(15)].

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Assistant Office Engineer

DBP:br

cc: Clarence G. Swenson

Form E-1—(Rev.)—10M—2-50

I-324(15)
5022

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 28, 1959

Section Salem By Pass

Kind of work Grading

Highway Pacific County Marion

Section prefix 24-1028

Contractor Earl L. McNutt Co

Contract number 5022

Date of contract September 20, 1957

Specified work days 115

Date work started August 22, 1957

Work days used 109

Project authorization $ 485,126.44

Exclusive of engineering $ 450,628.56

Per cent of time elapsed 95 %

Estimated cost of completed project, exclusive of engineering $ 424,031.37

Estimated per cent overrun or underrun %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 34,497.68

Engineering cost to date $ 36,182, 104.9 %

Date project was completed June 26, 1959

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| 100 | 100 | 100 | | | | |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Project completed.

Final Report.

NOTED
JOHN H. [illegible]

CONSTRUCTION DIVISION
RECEIVED
JUN 29 1959
NOTED-- ☐ CE ☑ ACE ☐ ACE ☐ ☑ COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed Alfred Shirley Jr

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 8.52 | | | | |
| Miles partially completed | 8.52 | | | | |
| Miles completed | 8.52 | | | | |
| Total estimated quantities (contract) | 512,565 | | | | |
| Total quantities corrected to date | 512,565 | | | | |
| Estimated quantities moved or placed to date | 512,565 | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | 1 | | | | |
| Hours per shift | 8 | | | | |
| Average force on project for week | 7 | | | | |

| | |
|---|---|
| Men | 6 |
| Supervision | 1 |
| Men and trucks under 3 tons | |
| Men and trucks over 3 tons | |
| Men and tractors | 2 |

Equipment used during week: Shovels .........., Power graders 1, Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers 1, Compaction rollers .........., Tractor & Hoe .........., ..........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | Clear | | |
| Tuesday | Cloudy | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

RECEIVED
APR 16 1959
FOR FILING
[illegible]
5022

April 15, 1959

Earl L. McNutt Company
351½ East Broadway
Eugene, Oregon

Re: Grading Contract 5022

Gentlemen:

On April 1, representatives of your company (Bill McNutt and Arnold Lindeland) were in my office discussing the matter of damage to structures occasioned by the hauling of materials during the grading operations for the Salem Bypass Section of the Pacific Highway. I informed these gentlemen that I would investigate the matter and give you my thoughts.

The structures involved are the State Street and Turner Road overpasses. In both instances, the damage was a deck failure due to excessive loads. Investigation discloses the following:

(1) That there is no question that the damage was caused by the contractor's hauling equipment.

(2) That the equipment when loaded weighed between 94,000 and 97,000 pounds with axle loads as high as 45,800 pounds, which is far in excess of the design load for the bridges. What actual loads were imposed by reason of impact is impossible to determine; however, this load could and probably was substantially increased over the static load by reason of impact.

(3) Examination of the contract (Paragraph 1.17.19) states:

> "The contractor shall be responsible for all damage to highways, bridges, culverts, retaining walls, guard fences, road signs and other highway structures that may be caused by, or that may result from, the operations of the contractor, his subcontractors or employees, and he shall take such precautions and shall provide such protection as may be necessary to avoid possible damage to such highways and highway structures."

In view of this, it would appear that the State must look to the contractor to assume the cost of the damage to the highway facilities. I can find nothing in the contract or in instructions from our engineering department that would indicate that the contractor would be permitted to haul overweight loads at any specified speed without being responsible for damage arising from the operation.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. Tom Edwards

FORM E-30 50M 11-58 19990

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 8, 1959

SUBJECT: Salem Bypass
Pacific Highway
Contract No. 5022

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
Office

With reference to your letter of April 1 concerning a protest by Earl L. McNutt Company for billing in the amount of damage occuring to two structures by reason of their hauling activities, I submit herewith a report from Division Engineer Walker. Mr. Walker's report is quite complete and this office concurs in it.

The specifications referred to in the report, 1.17.19, are quite unequivocal and certainly cover these incidents.

It is the recommendation of this office that their protest be rejected in its entirety.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

NOTED
FORREST COOPER

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APR - 9 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 11-58 15890

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1959

SUBJECT:
Assignment No. 85-Y
Salem Bypass
Pacific Highway
Contract No. 5022

To:

Mr. Tom Edwards
Construction Engineer
Department

Attention: Mr. L. H. Young

In the matter of protest of Earl L. McNutt Company for billing of damage to highway structures on the Salem Bypass, I submit the following report.

The damage in question occurred in 1958 during grading operations by the aforesaid company under their Contract No. 5022. The structures involved were State Street and Turner Road Overpasses, which both suffered deck failure due to the operation over these structures of the contractor's heavy earth moving equipment.

Also damaged by the same type of equipment was a section of the handrail of the Turner Overcrossing structure. It is my understanding that the contractor does not protest this item, as this damage was caused by collision with the rail by one of the hauling units.

The special provisions do not make any specific mention relating to matters pertinent to this structure damage but do state that all earthwork shall be performed in conformance to the standard specifications. Standard specifications are very clear in this instance, stating in paragraph 1-17-19 that the contractor shall be responsible for all damage to highways, bridges, culverts, etc., that may be caused by or result from the operations of the contractor, his subcontractors or employees, and shall take such precautions and shall provide such protection as may be necessary to avoid possible damage to such highways and highway structures.

This paragraph certainly covers the matter in question, as there is no doubt whatever that the damage to said structures was caused directly by the contractor's hauling equipment. The latter part of the quoted paragraph refutes the contractor's claim for single lane and lighter load operation, as such operation was essential to prevent further damage.

I can not recall any conversations with the contractor prior to grading operations regarding use of the structures; however, whenever any such consent is ever made, it is made subject to the terms of the standard specifications and contract.

The repairs to the structures were made by State forces working under the direction of the Bridge Department. Accurate accounts of the cost involved were kept and the bills submitted in accordance with such records.

It is our opinion that the contractor is unquestionably liable in this matter.

J. D. Walker
Division Engineer

JDW:AM
P. S.

Appended hereto are actual weights as determined by our Weighmasters of three of the DW-20 Tractors and Scrapers loaded which operated in this area:

1. Tractor

| | |
|---|---|
| Front Axle | 16,100 Lbs. |
| Rear Axle | 35,800 " |
| Scraper | 41,800 " |
| | 93,700 Lbs. |

2. Tractor

| | |
|---|---|
| Front Axle | 15,900 Lbs. |
| Rear Axle | 35,700 " |
| Scraper | 45,800 " |
| | 97,400 Lbs. |

3. Tractor

| | |
|---|---|
| Front Axle | 15,300 Lbs. |
| Rear Axle | 36,100 " |
| Scraper | 44,400 " |
| | 95,800 Lbs. |

J.D.W.

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5022

Salem, Oregon
April 1, 1959

Earl L. McNutt Company
Grading contract, No. 5022
Salem Bypass

Mr. Tom Edwards
Construction Engineer
OFFICE

Comes now the Earl L. McNutt Company (represented by Bill McNutt and Arnold Lindeland), contractor for the grading on the Salem Bypass Section of Interstate 5 in Marion County. (Contract No. 5022). They are protesting to payment of a bill of some $4,000 plus for damage caused to bridges during their grading operations.

I informed them that they were starting at the wrong end of the ladder, as the matter would have to be investigated, the contract researched, et cetera. However, they have made the pitch and we might as well take it from here.

They contended, somewhat weakly, that they were lead to believe that the structures could be used during the grading and that the structures could hold the loads that they intended to carry. They also stated (probably in the hope of using it as a counterclaim) that they had to haul lighter loads after the damage occurred and that they were hampered in their operations by having to use single-lane operation and, therefore, they should be reimbursed.

I am sure that I detected a tongue in both of their cheeks when they made this pitch.

Will you please have a study made of this matter, including applicable contract provisions, and work up a report so that we may know how to proceed.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. Williams

A

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I 324(15)

5022

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
December 30, 1958

SUBJECT: Repair to Turner Oxing and State Street Oxing on Salem Bypass

To:

Mr. J. D. Walker
Division Engineer
OFFICE

Herewith itemized breakdown of cost for repair of the Turner Overcrossing and the State Street Overcrossing on the Salem Bypass damaged by contractors equipment and repaired by State Forces.

The final cost for the Turner Overcrossing deck repair is $2,632.98 and for the State Street structure deck repair, $1,155.24. Please note that this breakdown does not include any percentage added to labor for retirement nor for Social Security. Nor has any percentage been added for overhead and supervision.

Would you please arrange to bill the contractor for the damages done. Final payment on the contract should not be made until this damage claim is settled.

324-
5022

ORIGINAL SIGNED BY E. F. CHIDSEY

E. F. Chidsey
Assistant Maintenance Engineer

AL:jre
Encl.

cc: G. S. Paxson ✓
Ivan Merchant

NOTED
G. S. PAXSON

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DEC 31 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Cost of repairing deck State Street O-Xing, Salem By-Pass.
Dama[illegible] by Contractor's equipment. Re[illegible]rs completed Dec. 1.
22-4538-152-08 232' [illegible] deck replaced.

[illegible]

| Name | Class | Dates Worked | Total Hrs. | Rate | Amount | Total |
|---|---|---|---|---|---|---|
| [illegible].Schwichtenberg | Foreman | Nov. 12-13----17 Dec. 1 | 32 | $2.67 | $85.44 | |
| [illegible].Dammer | Asst. For. | " 12-13-14-17 " 1 | 40 | 2.55 | 102.00 | |
| J.Carey | Rigger | " 12-13-14--- "1 1 | 32 | 2.30 | 73.60 | |
| F.Kauffman | Carp. | " 12-13-14-17 " 1 | 40 | 2.55 | 102.00 | |
| D.Keerins | Asst. Car. | " 12-13-14-17 - - - | 32 | 2.07 | 66.24 | |
| [illegible].Large | Asst. Car. | " 12-13-14-17 Dec. 1 | 40 | 2.07 | 82.80 | |
| [illegible].Wallace | Hvy Tr Dr. | " 12-13----17 " 1 | 32 | 2.18 | 69.76 | |
| | | | | | 581.84 | |
| | Sick Leave and Vacation | | 8% | | 46.55 | |
| | Ind. Acc. Insurance | | 1.22% | | 7.10 | |
| | | | | | | 635.49 |

RENTAL

| | | | | | | |
|---|---|---|---|---|---|---|
| Ford Truck | 55-339 | Nov. 12-13-14-17 Dec. 1 | 5 days | $15.60 | 78.00 | |
| Int. Truck | 58-485 | " 12-13-14-17 Dec. 1 | 5 | 15.60 | 78.00 | |
| Chev. Carryall | 53-187 | " 12-13-14-17 Dec. 1 | 5 | 2.60 | 13.00 | |
| Tool Tlr. | 47-826 | " 12-13-14-17 Dec. 1 | 5 | 1.40 | 7.00 | |
| Trailer | 30-829 | " 12-13-14-17 Dec. 1 | 5 | 1.30 | 6.50 | |
| Compressor | 58-530 | " 12-13-14-17 Dec. 1 | 5 | 2.00 | 10.00 | |
| Pave. Breaker | 46E4649 | " 12-13-14-17 Dec. 1 | 5 | .40 | 2.00 | |
| Jackhammer | 16-11 | " 12-13-14-17 Dec. 1 | 5 | .40 | 2.00 | |
| | | | | | | 196.50 |

SUPPLIES

| | | | |
|---|---|---|---|
| Gasoline | 242 Gal @ $0.1981 | | 47.94 |

MATERIAL

| | | |
|---|---|---|
| F.P.O. H-133280 Nov. 12 Salem Steel Supply Co. | | |
| 2 only Mall points @ $3.85 | 7.70 | |
| 1 only Chisel point | 3.60 | |
| F.P.O. H-133268 Nov. 21 Walling Sand & Gravel Co. | | |
| 5 Cu. Yd. Class A Ready Mix concrete @ $14.00 | 70.00 | |
| F.P.O. H-133267 Nov. 17 Capitol Lumber Co. | | |
| 766 FBM 1 x 8 shiplap @ $74.00 per M | 56.68 | |
| 556 2 x 6 80.00 | 44.48 | |
| 480 6 x 8 85.00 | 40.80 | |
| F.P.O. H-140229 Nov. 25 Valley Welding Supply Co. | | |
| Acetylene | 5.18 | |
| Equipment Dep't. Invoices. | | |
| Tools and equipment repair | 14.81 | |
| 13 Steel rods threaded | 32.06 | |
| | | 275.31 |

TOTAL $1,155.24

Cost of repairing bridge deck, Turner [illegible] Salem By-Pass.
Damaged by Contractor's equipment. 2[illegible]-4538-152-11
Repairs completed Dec. 19, 1958 545 □' of deck replaced.

| LABOR | | | | | | |
|---|---|---|---|---|---|---|
| Name | Class | Dates Worked | Total Hrs. | Rate | Amount | Total |
| E.W.Schwichtenberg | Foreman | Nov. 18-19-20-21-24-25-26 Dec. 2-3-4-18-19 | 96 | $ 267 | $ 256.32 | |
| T.E.Dammer | Asst. Fore. | " 18-19-20-21-24-25-26 Dec. 2-3 - 18-19 | 88 | 2.55 | 224.40 | |
| E.J.Carey | Rigger | " 18-19-20-21-24-25-26 Dec. 2-3-4-18-19 | 96 | 2.30 | 220.80 | |
| W.F.Kauffman | Carpenter | " 18-19-20-21-24-25-26 Dec. 2 - 4-18-19 | 88 | 2.55 | 224.40 | |
| O.D.Keerins | Asst. Carp. | " 18-19-20-21-24-25-26 Dec. 2-3-4-18-19 | 96 | 2.07 | 198.72 | |
| G.C.Large | Asst. Carp. | " 18-19-20-21 - - - Dec. 2-3-4-18-19 | 72 | 2.07 | 149.04 | |
| [illegible].H.Wallace | Hwy Tr Dr. | " 18-19-20-21-24-25-26 Dec. 2-3-4-18-19 | 96 | 2.18 | 209.28 | |
| | | | | | $1482.96 | |
| | | Sick leave and Vacation | 8% | | 118.64 | |
| | | Ind. Acc. Insurance | 1.22% | | 18.09 | |
| | | | | | | $1,619.69 |
| RENTAL | | | | | | |
| Ford Truck | 55-339 | Dates used same as above | 12 days | $15.60 | $ 187.20 | |
| Int. Truck | 58-485 | " " " " " | 12 | 15.60 | 187.20 | |
| Chev. Carryall | 53-187 | " " " " " | 12 | 2.60 | 31.20 | |
| Tool Trailer | 47-826 | " " " " " | 12 | 1.40 | 16.80 | |
| Trailer | 30-[illegible] | " " " " " | 12 | 1.30 | 15.60 | |
| Compressor | 58-630 | " " " " " | 12 | 2.00 | 24.00 | |
| Pave. Breaker | 46E4649 | " " " " " | 12 | .40 | 4.80 | |
| Jackhammer | 16-11 | " " " " " | 12 | .40 | 4.80 | |
| | | | | | | 471.60 |
| SUPPLIES | | | | | | |
| Gasoline | | | 144 Gal | 0.1981 | | 28.52 |
| MATERIAL | | | | | | |
| F[illegible]. H-133266 Nov. 13 Salem Steel Supply Co. | | | | | | |
| 1/2" reinf. steel | | | 1269 lbs | 11.05 | $140.22 | |
| 5/8" " " | | | 1095 | 10.25 | 112.24 | |
| Pavement Breaker Chisel | | | 1 | 3.60 | 3.60 | |
| F.P.O. H-140228 Nov. 21 Pumlite Block & Supply Co. | | | | | | |
| Trowels | | | 2 | | 9.75 | |
| F.P.O. H-140227 Nov. 21 Valley Welding Supply Co. | | | | | | |
| Oxygen & Acet. | | | | | 9.95 | |
| F.P.O. H-133271 Walling Sand & Gravel Co. | | | | | | |
| Class A Ready Mix concrete | | | 13¼ CY | 14.00 | 185.50 | |
| Equip. Dep't. Invoice | | | | | | |
| Nuts & bolts | | | | | 3.83 | |
| Threaded steel rods | | | | | 48.08 | 513.17 |
| | | TOTAL | | | | $2,632.98 |

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**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 10, 1958

SUBJECT: Bridges on Salem By-pass Section

To:
Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

On Monday, November 3, Mr. Horton Hughlett, Mr. G. D. Anderson, and myself made a very thorough inspection of the bridges on the Salem By-pass Section over which the grading contractor hauled fill material with heavy hauling equipment. Two structures only have apparent damage to the concrete decks.

The structures which had damaged decks are the Turner Road Overcrossing and the State Street Overcrossing. Prints of the plan and elevation drawing are attached indicating the location and the approximate extent of the damage.

It will be necessary to cut out and replace three panels of deck on the Turner Road crossing and two panels on the State Street crossing. It is planned to cut and remove the existing deck between the centers of longitudinal beams and between the centers of diaphragm beams and replace the entire panel between longitudinal and diaphragm beams with a deck section one inch thicker than the original section. The existing reinforcing steel will be bent up so it can be enclosed within the new deck slab and additional reinforcing steel placed in the bottom of the new deck with the ends bent up and anchored over the portion of the longitudinal or diaphragm beams exposed. In cutting and removing the existing deck concrete, care shall be taken to preserve the bond on the longitudinal negative moment bars embedded in thedeck and the existing transverse deck steel. In replacing a portion of slab, such as the present panels, concrete shrinkage is a serious problem. To eliminate as much linear shrinkage as possible and insure full bearing against the cut edges of existing concrete, the new deck panels should be re-vibrated at the joint between new and old concrete, after the concrete has attained its initial shrinkage and before final finishing.

A typical section of the deck to be replaced is attached.

No attempt has been made to make an estimate of the cost of these repairs, but a very accurate record will be kept of the actual costs as the repairs are made by Mr. Anderson. At that time, a bill will be presented to

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STATE HIGHWAY ENGINEER

the contractor for his payment of the damages involved. The contractor's equipment also damaged the handrail of the Turner Road Overcrossing. If this damage is not repaired by the contractor by the time Mr. Anderson is on the job making the deck repairs, I propose that Mr. Anderson should repair the handrail and include the cost in the bill to the contractor.

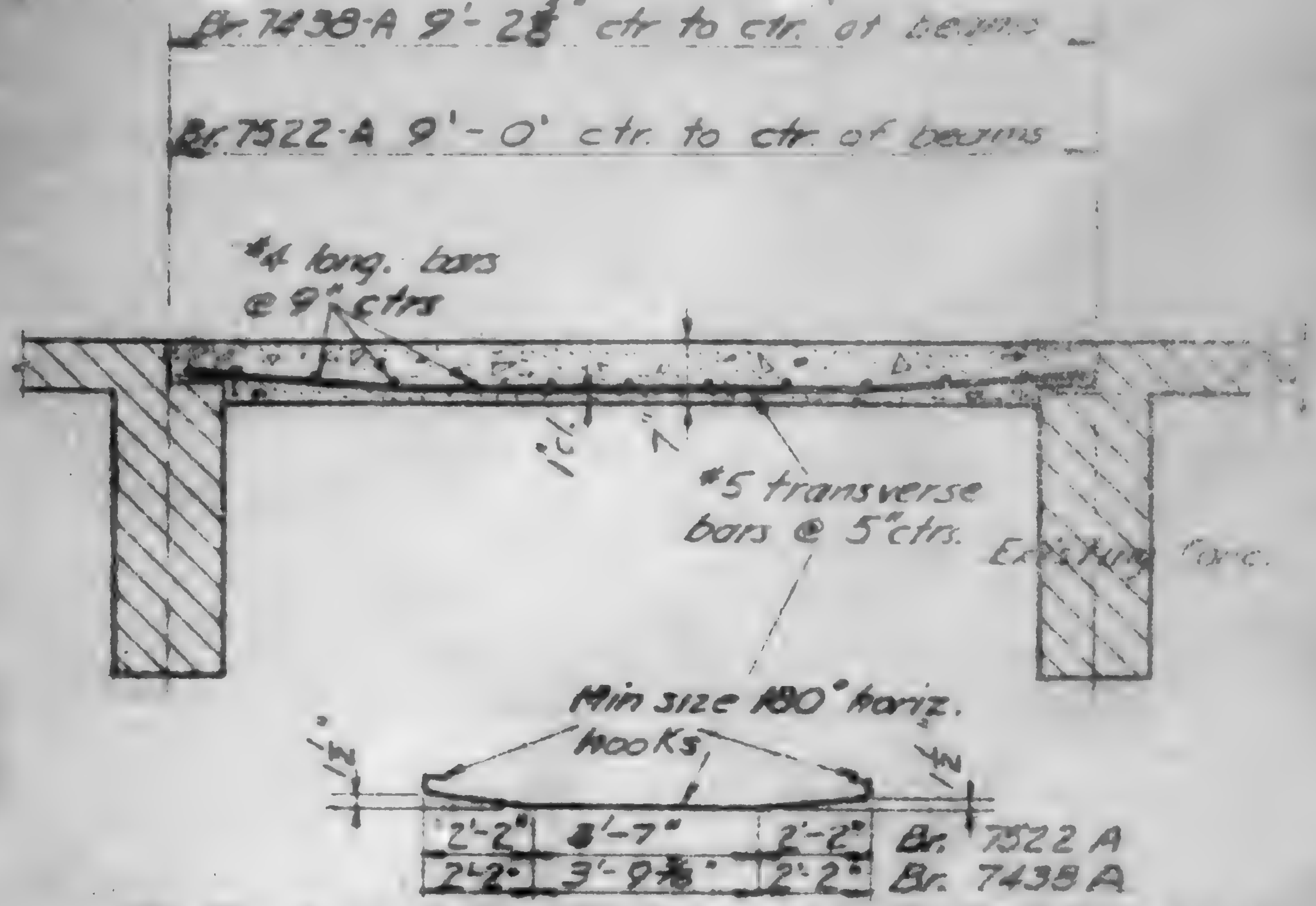
The detailed examination mentioned above indicated no damage to the concrete deck except in the panels that is proposed for replacement.

Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

IDM/mm
cc: Mr. Horton Hughlett
Mr. G. D. Anderson
Bureau of Public Roads
Attention: Mr. Roy Tokerud
Mr. J. D. Walker

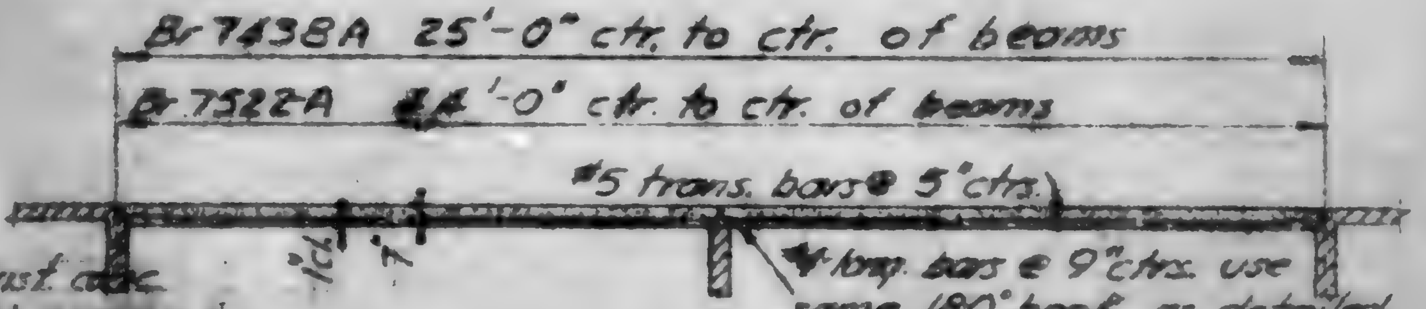
Attached


Br. 7438-A 9'-2⅜" ctr. to ctr. of beams
Br. 7522-A 9'-0" ctr. to ctr. of beams
#4 long. bars @ 9" ctrs
1½ cl.
7"
#5 transverse bars @ 5" ctrs.
Existing conc.
Min size 180° horiz. hooks
2'-2" | 3'-7" | 2'-2" Br. 7522 A
2'-2" | 3'-9⅜" | 2'-2" Br. 7438 A

# · TRANSVERSE SECTION ·

SCALE: ½" = 1'-0"

**Note:**
Existing steel to remain in new section.


Br 7438A 25'-0" ctr. to ctr. of beams
Br 7522A 24'-0" ctr. to ctr. of beams
#5 trans. bars @ 5" ctrs.
1½ cl.
7"
Exist. conc.

#4 long. bars @ 9" ctrs. use same 180° hook as detailed for transverse bar. Splice may be made 2'-0" either side of diaphragm.

**Note:**
Where single panel occurs #4 long. bars have same 180° hook. Length is for one span.

# · LONGITUDINAL SECTION DOUBLE PANEL ·

SCALE: ⅜" = 1'-0"

APPROVED BY:
Ivan D. Merchant
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
DECK REPAIRS on TURNER RD. and STATE ST. OVERCROSSINGS
DATE: Nov. 7, 1958
BR. No. 7522A - 7438 A
BY: C.V.R.
DWG. No. 7522A - A

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OCT 29 1958
FOR FILING

I-324(15)

5022

October 28, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering construction of wooden flumes on the Salem By-Pass Section of the Pacific Highway in Marion County, Contract No. 5022, in connection with Federal Aid Project No. I-5-5(3)250 [I-324(15)].

This work is necessary to prevent erosion of fill slopes. Paving cannot be done until next season. Storm water follows the grade to bridge ends, ponds, then runs down the slopes doing considerable damage by erosion. This condition can be materially helped by the flumes.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Encl.

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OCT 2[illegible] 1958
FOR FILING

I-324 (15)

5022

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
October 23, 1958

**SUBJECT:** Damage to Turner O-Xing Structure
Contract No. 5022
Earl L. McNutt Company

**To:** P. M. Stephenson
Assistant State Highway Engineer

OFFICE

Under date of October 21st, I wrote to the McNutt Company advising them that they would be held responsible for the damages done to the deck structures on the two overcrossings involved. A copy of this letter is being sent to you for your file.

As soon as I can obtain the information as to the amount of money involved to repair the damages to the two structures, I will then get in touch with the McNutt Company and tell them that they will be expected to remit that amount or in the alternative, we will withhold it from their final estimate.

Should there be anything further you desire me to do concerning this matter, do not hesitate to call.

L. I. LINDAS
Chief Counsel

LIL:mmb
Enc.

NOTED
P. M. STEPHENSON

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OCT 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

CEIVED

T-224(15)

5022

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTE
W. C. WILLIAM

October 21, 1958

Earl L. McNutt Co.
351½ East Broadway
Eugene, Oregon

Attention: Mr. R. E. McNutt

Re: Salem By-Pass Section
Pacific Highway
Contract No. 5022

Gentlemen:

Your letter of October 11 in which you state that your company is responsible for damages to a handrail on the Turner Road structure, but denying responsibility for the deck failures on both the Turner Road structure and the State Street structure, has been forwarded to this office for investigation.

In respect to your denial of responsibility for the failure of the decks of the above mentioned structures, I call your attention to Section 1.17.19 of the Standard Specifications for Highway Construction, which said section reads as follows:

> "Damage to Highways and Highway Structures. The contractor shall be responsible for all damage to highways, bridges, culverts, retaining walls, guard fences, road signs and other highway structures that may be caused by, or that may result from, the operations of the contractor, his subcontractors or employes, and he shall take such precautions and shall provide such protection as may be necessary to avoid possible damage to such highways and highway structures. The term 'damage' as here used shall be understood to include the dirtying and/or staining of surfaces such as may result from the splashing of mud or asphalt, as well as damage of a more serious nature.

> "The engineer shall determine whether damage such as referred to in the foregoing paragraph is to be taken care of by repair, replacement or other such treatment, or by compensatory payment. In the latter case, the amount of compensation to be paid by the contractor shall be such amount as the engineer may determine to be adequate and reasonable.
>
> "The foregoing provisions shall be understood to apply to highways and highway structures in process of construction as well as to existing highways and structures."

By virtue of the foregoing terms of our contract with you, the responsibility for the damage to the deck structures is yours and this is to inform you that pursuant to said terms, the Highway Engineer has determined that in this case the matter is to be taken care of by compensatory payment, and you will be notified in the very near future of the amount of compensation determined by the Highway Engineer to be adequate and reasonable for the repair of the damage to the above structures.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:br
cc: W. C. Williams
Forrest Cooper
G. S. Paxson

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FORM E-90X—97,500—8-57—6884

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T-3-4 (15)

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 22, 1958

SUBJECT: Damage to Turner O-Xing Structure
Contract No. 5022
Earl L. McNutt Company

5022

To:

Mr. Leonard I. Lindas
Chief Counsel

During the grading activities on the Salem By-Pass section of the Pacific Highway, the overcrossing structure at Turner Road was damaged by hauling equipment belonging to our contractor, the Earl L. McNutt Company, 351-1/2 East Broadway, Eugene, Oregon.

Mr. J. D. Walker, Division Engineer, in a letter dated October 3 and Mr. R. D Asburry, Assistant Division Engineer, in a letter dated October 14, 1958, advised the Earl L. McNutt Company of this damage and notified them that they or their insurance carrier would be held responsible for repairs to this structure.

Damage was estimated at $475 by H. W. Hughlett, State Bridge Superintendent, and an itemized cost statement will be forwarded when repairs have been completed.

We recommend that the Legal Division notify the Earl L. McNutt Company that they will be supplied with copies of this cost statement and, upon receipt of same by them, we shall expect reimbursement for these costs.

P. M. Stephenson
Assistant State Highway Engineer

JAP:nno

cc: G. S. Paxson ✓
I. A. DeFrance
Tom Edwards
Ivan Merchant
Alfred Shirley, Jr.
H. W. Hughlett

TED

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OCT 21 1958
FOR FILING

I-324(IE)

5022

Salem, Oregon
October 20, 1958

Turner Road and State
Street Overcrossings

Mr. I. A. DeFrance
Mr. Ivan D. Merchant

The grading operations on the Salem Bypass have been completed so that we can and should proceed immediately with the deck repairs at the Turner Road Overcrossing and at State Street. Will you please get this under way in the near future.

G. S. Paxson

GSP:ga

cc Mr. F. M. Stephenson
Mr. J. D. Walker

FORM E-30 50M 6-58 13046

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 17, 1958

SUBJECT: Salem By-Pass Section
Pacific Highway
Contract No. 5022

To:
Mr. G. S. Paxson
Assistant State Highway Engineer
Office

The grading operations on the subject project have progressed sufficiently that the repair work on the Turner Road overcrossing structure can now be started without interfering with the operations of the grading contractor.

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. Tom Edwards
Mr. Ivan Merchant
Mr. Alfred Shirley, Jr.

NOTED
G. S. PAXSON

RECEIVED
OCT 17 1958
[illegible]
[illegible] ENGINEER

FORM E-123X 50M 1-58

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

A

RECEIVED
OCT 16 1958
FOR FILING

T324(13)

October 14, 1958

5022

Earl L. McNutt Co.
351½ E. Broadway
Eugene, Oregon

Subject: Salem By-Pass Section
Pacific Highway
Contract No. 5022

Gentlemen:

During the grading activities on the subject project the structure at the State Street Overcrossing was damaged by your hauling equipment. Our maintenance repair forces have estimated that the damage to the structure will require repair work which will cost in the neighborhood of $400.00.

It appears fairly clear that the damage was due entirely to your operations and the cost of repairs must be borne by you or your insurance adjuster.

Very truly yours,

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. G. S. Paxson
Mr. Tom Edwards
Mr. Ivan Merchant
Mr. Alfred Shirley, Jr.
Mr. H. W. Hughlett

NOTED

[illegible]
[illegible] 1958
[illegible]
[illegible] ENGINEER

EARL L. McNUTT
RES. PHONE DI 4-2896

R. E. (BILL) McNUTT
RES. PHONE DI 3-3600

ARNOLD LINDELAND
RES. PHONE DI 4-6867

STANLEY QUIGLEY
RES. PHONE 3-1315
P. O. BOX 1215
BOISE, IDAHO

**EARL L. McNUTT CO.**
GENERAL CONTRACTORS
381½ EAST BROADWAY PHONE DI 4-4287
EUGENE, OREGON

RECEIVED
OCT 13 1958
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

October 11, 1958

Re: Salem By-Pass Section
Pacific Highway
Contract No. 5022

J. D. Walker
Division Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Walker:

In answer to your letter of October 3, 1958 regarding damage to the structures on our Salem By-Pass project, we are definitely responsible for the damage to the handrail on the Turner Road structure and expect to have it repaired in the very near future.

In regard to the deck failures on both the Turner Road and the State Street structures, we do not feel responsible for the repair since we had permission from the Department to haul over these structures. We were given to understand that hauling over these structures was permissible with the type of equipment which we are now using.

This letter, therefore, is in protest to your statement that we are responsible for the damage to the decks of the structures.

Yours very truly,

EARL L. McNUTT CO.

NOTED
R. P. HAMILTON

By R E McNutt
Partner

REM/mw
cc: Mr. Alfred Shirley, Jr.

Copy sent to
Edwards.
Paxson

NOTED
R. D. ASBURRY

NOTED
J. D. WALKER

A

RECEIVED
FORM E-30 80M 6-58
OCT 21 1958
FOR FILING

[illegible]

322

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 9, 1958

SUBJECT:

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

In the matter of the complaint of Rex Ellis regarding a dike which was partially torn down by the bridge contractor on the Salem By-Pass Section, this dike has been repaired. The repair was made by the grading contracter at excavation prices, as the bridge contractor had previously been released.

The damage was rather insignificant.

J. D. Walker
Division Engineer

JDW:AM
cc Mr. Tom Edwards
Mr. Alfred Shirley, Jr.

NOTED
FORREST COOPER

RECEIVED
[illegible]
ENGINEER

ECEIVED
JU 1959

FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

A

24-1028

522

October 3, 1958

Earl L. McNutt Company
351½ E. Broadway
Eugene, Oregon

Subject: Salem By-Pass Section
Pacific Highway
Contract No. 5022

Gentlemen:

During grading activities on the Salem By-Pass, the structure at the Turner Road Overcrossing was damaged by your hauling equipment on two separate occasions. On one the concrete deck was damaged by heavy hauling equipment and on the other some 10 feet of concrete handrail was damaged.

Our maintenance repair forces have estimated that the damage to the deck will require repair work which will cost in the neighborhood of $800.00 and that the damage to the handrail and curb can be repaired for approximately $75.00, a total of $875.00. It appears fairly clear that the damage was due entirely to your operations and the cost of repairs must be borne by you or your insurance adjustor.

Very truly yours,

J. D. Walker
Division Engineer

JDW:AM
cc Mr. G. S. Paxson
Mr. Tom Edwards
Mr. Ivan Merchant
Mr. Alfred Shirley, Jr.
Mr. H. W. Hughlett

NOTED
G. S. PAXSON

RECEIVED
3 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 6-57—6883

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 29, 1958

SUBJECT: Turner Road OXing #7522
M.P. 49.20 - Pacific Freeway #1F

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
Office

As per your request an inspection of the damage to the concrete deck and handrail was made with the following estimate of cost for making the repair:

Chip out and remove concrete to the center of longitudinal beams and diaphram beams and repour.

| | |
|---|---|
| 9'x22'x6 1/2" - 4 cu. yds. @ $100 | $400 |
| Repair 10' of the top of damaged handrail and curb | $ 75 |

H. W. Hughlett

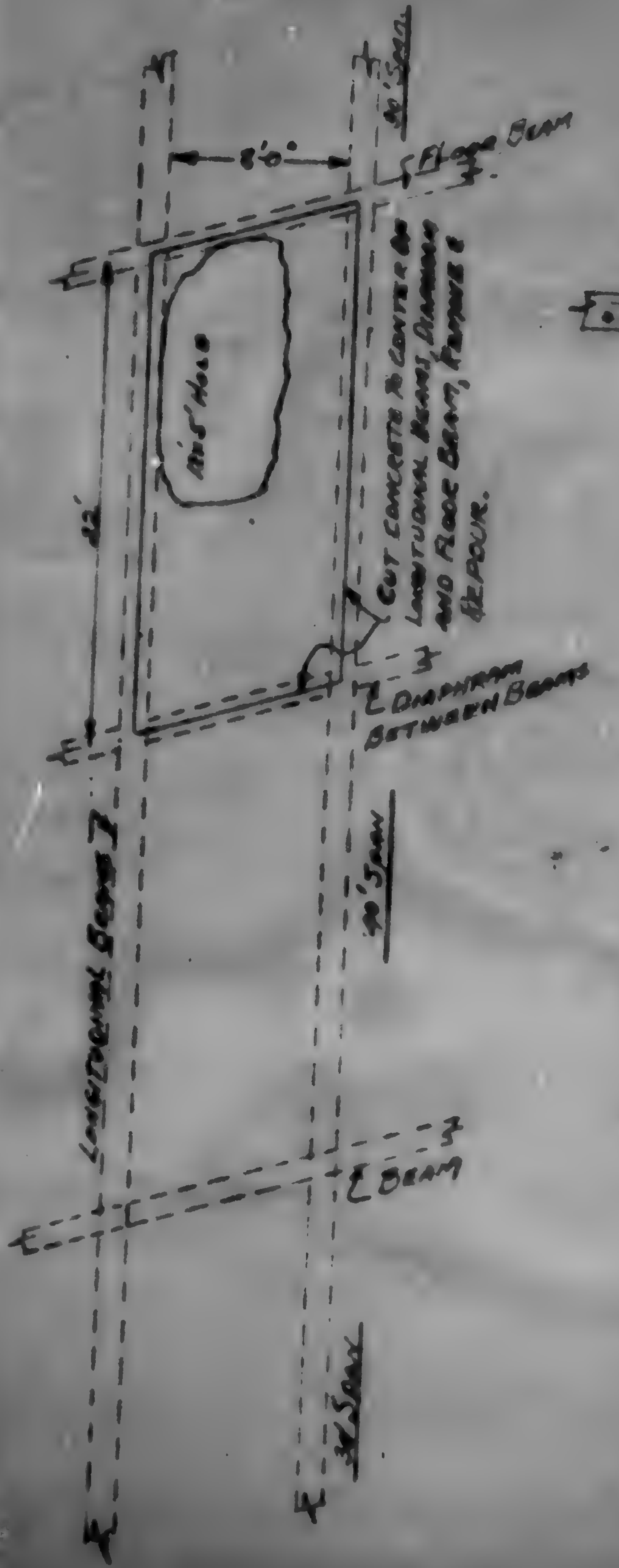
H. W. Hughlett
State Bridge Superintendent

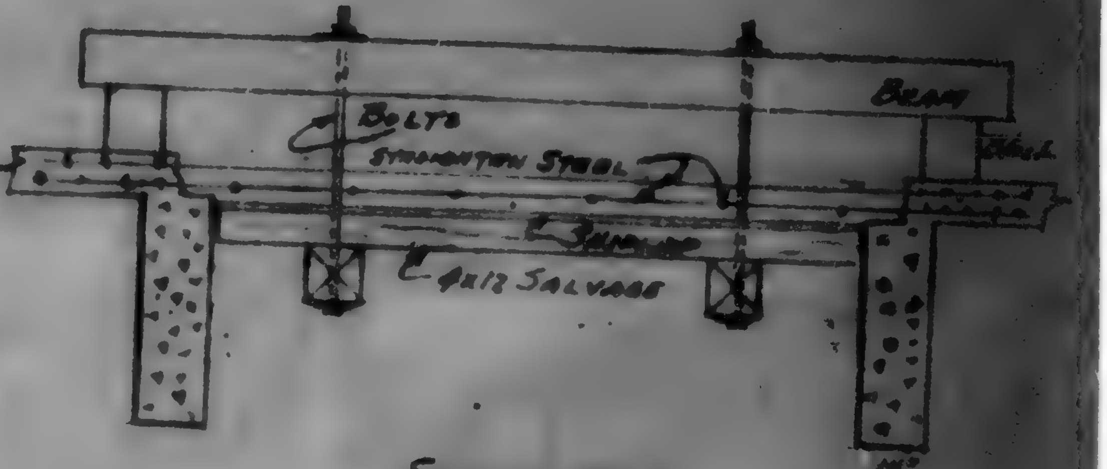
HWH:hl

RECEIVED
SEP 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

TURNER ROAD OVERXING
BRIDGE No. 7522
MAINT. DEPT.

SEPT 29. 58
M.W.H.


40' SPAN
8'0"
FLOOR BEAM
4'x5' HOLE
22'
CUT CONCRETE TO CENTER OF LONGITUDINAL BEAMS, DIAPHRAGM AND FLOOR BEAM, PREPARE & REPOUR.
℄ DIAPHRAGM BETWEEN BEAMS
LONGITUDINAL BEAMS
40' SPAN
℄ BEAM
30' SPAN


BEAM
BOLTS
STRONGBACK STEEL
WALL
℄ SHIPLAP
℄ 4x12 SALVAGE
14"

SUGGESTED
FORM BETWEEN LONG. BEAMS.

REPAIR 10' CONC. RAIL @ S.W. CORNER.

FORM E-20X—37,500—8-57—6584

RECEIVED

FOR [illegible]

5722

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1958

SUBJECT:

To:

Mr. J. D. Walker
Division Engineer
State Highway Department
Salem, Oregon

The subcontract between Earl L. McNutt and John Waite covering a portion of Item 2 and the installation only of part of Item 12 on the Salem By-Pass Contract, No. 5022, Oregon I-324 (15) is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dsh
Attachment

cc: Forrest Cooper
C. G. Polk (2)

Note: Three previous subcontracts amounting to $32,462. This one for $1,587.50 for a total of $34,049.50 or 8.2%

RECEIVED
JUN 26 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 27 1958
FOR FILING
I-324(15)
5022

June 25, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering removal of a gravel bar from Mill Creek on the Salem By-Pass Section of the Pacific Highway in Marion County, Contract No. 5022, in connection with Federal Aid Project No. /I-324(15)/ I-5-5(3) 250.

New construction necessitated a channel change in Mill Creek between Stations 351+00 and 354+50. During high water the past winter, a gravel bar formed in mid-channel of Mill Creek at approximate Station 354. It is necessary to remove the gravel bar to prevent serious erosion of the banks in this area. The material removed will be placed along both banks for added slope protection and in the roadbed fill.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

RECEIVED

FORM E-30X—37,500—6-57—6884

FOR FILE

[illegible]

5022

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1958

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
State Highway Department
Salem, Oregon

The subcontract between Earl L. McNutt Company and Douglas Freeburn covering Item 33 on the Salem By-Pass Contract, No. 5022, is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmb

Encl.
cc: Forrest Cooper
C. G. Polk (2)

RECEIVED
MAR 4 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Note: There are two previous subcontracts amounting to $8,462 this subcontract is for $24,000 making a total of $32,462 or 7.81%.

NOTED
FORREST COOPER

FORM E-30X—37,500—6-57—6384

RECEIVED
JAN 29 1958
FOR FILING

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1958

SUBJECT:

To:
Mr. J. D. Walker
Division Engineer
State Highway Department
Salem, Oregon

The subcontract between Earl L. McNutt Company and John & Dale Clarambeau covering the installation of Items 29 through 32 inclusive on the Salem By-Pass Contract, No. 5022, Oregon I-324 (15) is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmh

cc: Forrest Cooper
C. G. Polk (2)

RECEIVED
JAN 28 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 26 1957
FOR FILING

08-35

November 21, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-324(15)
Salem By-Pass Section, Pacific Highway
Order for State Force Work dated Oct.
28, 1957 - Seeding and Mulching, Est.
Cost $5,000.00

Dear Sir:

Reference is made to your letter dated November 5, 1957 concerning subject order.

We are approving the use of State force as being in the public interest for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. POLK
Division Engineer

By:

A. F. BENTER
Acting Division Engineer

FORREST COOPER

Original to Mr. Probert

RECEIVED
NOV 25 1957
FOR FILING

[illegible]

5022

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1957

SUBJECT:

To: J. D. Walker
Division Engineer
State Highway Department
Salem, Oregon

The sub-contract between Earl McNutt Company and Hannan Bros. Company, covering Items No. 27 and 28 on the Salem By-Pass Contract, No. 5022 Oregon I-324 (15), is approved and you may so inform the interested parties.

Four copies of the sub-contract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmb

cc: Forrest Cooper
C. G. Polk (2)

Attachments

NOTED
[illegible]

RECEIVED
NOV 14 1957
OFFICE OF
STATE HIGHWAY ENGINEER

| | | |
|---|---|---|
| Monthly Transaction No.<br>11-44 | For[illegible]-2<br>(5-29-57) | [illegible]te Oregon |
| Project Report No. | U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | County Marion |
| | **FEDERAL-AID PROJECT AGREEMENT** | Project No. I-324(13) |

RECEIVED
1957
FOR FILING

5022

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
**Approx. junction with FA 3 north of Salem to approx. 1 mile north of Junction with FA 3 south of Salem (U.S. 99).**

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | 7/19/57 | (8.3) |
| Rights-of-Way | | |
| Construction | 7/24/57 | 8.3 |
| Other *(Specify)* | | |

**FUNDS**

| Estimated total cost of project | Federal funds |
|---|---|
| $ 477,195.85 | $ 440,600.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY COMMISSION**
(Official name of Highway Department)

By Chas H Reynolds
**Chairman, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

By W. P. Stevenson
**Member, State Highway Commission**
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. J. Polk
Division Engineer

Date executed by Division Engineer November 13, 1957

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11169

# PROJECT AGREEMENT

**DESCRIPTION:** (JOB, SECTION AND HIGHWAY)

Salem By-Pass Section
Pacific Highway
Marion County

**NATURE OF WORK:**

Grading

**CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:**

5022 5022 Earl L. McNutt Co. 9-20--57

**DATE OF COMPLETION:** 115 Workdays from 9-30-57

**REMARKS:**

Oregon State Highway Department

Federal Aid
Project No. I-324(15)

## SALEM BY-PASS SECTION OF THE PACIFIC HIGHWAY IN

## MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon September 25, 1957

**Type Code P. E.**

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All Required | | | $ 10,000.00 |

**Type Code 0010**
**Roadway (Sta. 62+50 to Sta. 512+50)(Contract No. 5022)**

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All Required | | | $ 12,000.00 |
| Drainage Excavation, Unclassified | 3,600 | cu. yds. | $ 2.00 | 7,200.00 |
| Special Borrow Excavation, Location "A", Unclassified | 55,700 | cu. yds. | .24 | 13,368.00 |
| Special Borrow Excavation, Location "B", Unclassified | 285,000 | cu. yds. | .27 | 76,950.00 |
| General Excavation, Unclassified | 233,000 | cu. yds. | .28 | 65,240.00 |
| Short Overhaul | 3,288,000 | yd. stas. | .0075 | 24,660.00 |
| Long Overhaul | 329,000 | C-yd. stas. | .39 | 128,310.00 |
| Loading and Placing Topsoil | 1,900 | cu. yds. | .60 | 1,140.00 |
| Finishing Roadbed and Slopes | 8.25 | miles | 600.00 | 4,950.00 |
| Rounding Cutbanks | 4,900 | lin. ft. | .15 | 735.00 |
| 12-inch Corrugated Metal Pipe | 780 | lin. ft. | 3.35 | 2,613.00 |
| 12-inch Concrete Pipe | 2,500 | lin. ft. | 2.15 | 5,375.00 |
| 18-inch Concrete Pipe | 1,400 | lin. ft. | 3.85 | 5,390.00 |
| 24-inch Concrete Pipe | 240 | lin. ft. | 5.50 | 1,320.00 |
| 30-inch Concrete Pipe | 40 | lin. ft. | 7.35 | 294.00 |
| 36-inch Concrete Pipe | 370 | lin. ft. | 9.15 | 3,385.50 |
| 48-inch Concrete Pipe | 430 | lin. ft. | 13.70 | 5,891.00 |
| 58-inch Arch Type Corrugated Metal Pipe | 12 | lin. ft. | 24.00 | 288.00 |
| 72-inch Arch Type Corrugated Metal Pipe | 360 | lin. ft. | 37.10 | 13,356.00 |
| 18-inch Metal End Sections | 34 | only | 47.00 | 1,598.00 |
| 24-inch Metal End Sections | 16 | only | 65.00 | 1,040.00 |
| 30-inch Metal End Sections | 4 | only | 90.00 | 360.00 |
| 36-inch Metal End Sections | 1 | only | 137.00 | 137.00 |
| 42-inch Metal End Sections | 4 | only | 200.00 | 800.00 |
| 8-inch Perforated Concrete Drain Pipe | 2,700 | lin. ft. | 1.20 | 3,240.00 |
| Special Backfill in Drains | 390 | cu. yds. | 5.00 | 1,950.00 |
| Class "A" Concrete | 70 | cu. yds. | 68.00 | 4,760.00 |
| Metal Reinforcement | 12,600 | lbs. | .155 | 1,953.00 |
| Salvaging Type 2 Fence | 480 | rods | 4.00 | 1,920.00 |
| Salvaging Type 3 Fence | 240 | rods | 5.00 | 1,200.00 |

|  |  |  |  |
|---|---|---|---|
| Type 2 Fence | 2 rods | $ 10.00 | $ 20.00 |
| Type 3 Fence | 28 rods | 10.00 | 280.00 |
| Loose Riprap | 6,000 cu. yds. | 4.00 | 24,000.00 |
|  |  |  | $415,723.50 |
| Flagging (57½% of Contractor's Cost) | All Required |  | 4,000.00 |
| Seeding and Mulching | All Required |  | 5,000.00 |
| Subtotal |  |  | $424,723.50 |
| 10% Engr. & Cont. |  |  | 42,472.35 |
| Total |  |  | $467,195.85 |

|  |  |
|---|---|
| Length of Roadway. . . . . . . . . . . . . . . | 8.256 miles |
| Length of 11 Structures. . . . . . . . . . . . | 0.266 miles (Exceptions) |
| Total Length . . . . . . . . . . . . . . . . . | 8.522 miles |
| Cost of Roadway per mile . . . . . . . . . . . | $56,588.64 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 10,000.00 | $ 9,000.00 | $ 1,000.00 |
| Roadway | 467,195.85 | 431,600.00 | 35,595.85 |
|  | $477,195.85 | $440,600.00 | $ 36,595.85 |

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

Oregon State Highway Department

Federal Aid
Project No. I-324(15)

## SALEM BY-PASS SECTION OF THE PACIFIC HIGHWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 19, 1957

**Type Code P.E.**

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $10,000.00 |

**Type Code 0010**
**Roadway (Sta. 62+50 to Sta. 512+50)**

| | | | |
|---|---|---|---|
| Clearing and Grubbing | All Required | | $ 12,000.00 |
| Drainage Excavation, Unclassified | 3,600 cu. yds. | $3.00 | 10,800.00 |
| Special Borrow Excavation, Location "A", Unclassified | 55,700 cu. yds. | 0.32 | 17,824.00 |
| Special Borrow Excavation, Location "B", Unclassified | 285,000 cu. yds. | 0.37 | 105,450.00 |
| General Excavation, Unclassified | 233,000 cu. yds. | 0.30 | 69,900.00 |
| Short Overhaul | 3,288,000 yd. sta. | 0.01 | 32,880.00 |
| Long Overhaul | 329,000 C-yd. sta. | 0.40 | 131,600.00 |
| Loading and Placing Topsoil | 1,900 cu. yds. | 1.50 | 2,850.00 |
| Finishing Roadbed and Slopes | 8.25 miles | 800.00 | 6,600.00 |
| Rounding Cutbanks | 4,900 lin. ft. | 0.20 | 980.00 |
| 12 Inch Corrugated Metal Pipe | 780 lin. ft. | 3.75 | 2,925.00 |
| 12 Inch Concrete Pipe | 2,500 lin. ft. | 2.50 | 6,250.00 |
| 18 Inch Concrete Pipe | 1,400 lin. ft. | 5.00 | 7,000.00 |
| 24 Inch Concrete Pipe | 240 lin. ft. | 6.00 | 1,440.00 |
| 30 Inch Concrete Pipe | 40 lin. ft. | 7.50 | 300.00 |
| 36 Inch Concrete Pipe | 370 lin. ft. | 10.00 | 3,700.00 |
| 48 Inch Concrete Pipe | 430 lin. ft. | 15.00 | 6,450.00 |
| 58 Inch Arch Type Corrugated Metal Pipe | 12 lin. ft. | 27.50 | 330.00 |
| 72 Inch Arch Type Corrugated Metal Pipe | 360 lin. ft. | 35.00 | 12,600.00 |
| 18 Inch Metal End Sections | 34 only | 55.00 | 1,870.00 |
| 24 Inch Metal End Sections | 16 only | 80.00 | 1,280.00 |
| 30 Inch Metal End Sections | 4 only | 105.00 | 420.00 |
| 36 Inch Metal End Sections | 1 only | 125.00 | 125.00 |
| 42 Inch Metal End Sections | 4 only | 150.00 | 600.00 |
| 8 Inch Perforated Concrete Drain Pipe | 2,700 lin. ft. | 2.25 | 6,075.00 |
| Special Backfill in Drains | 390 cu. yds. | 6.00 | 2,340.00 |
| Class "A" Concrete | 70 cu. yds. | 55.00 | 3,850.00 |
| Metal Reinforcement | 12,600 lbs. | 0.15 | 1,890.00 |
| Salvaging Type 2 Fence | 480 rods | 3.50 | 1,680.00 |
| Salvaging Type 3 Fence | 240 rods | 9.00 | 2,160.00 |

|  |  |  |  |
|---|---|---|---|
| Type 2 Fence | 2 rods | $5.00 | $ 10.00 |
| Type 3 Fence | 28 rods | 15.00 | 420.00 |
| Loose Riprap | 6,000 cu. yds. | 4.00 | 24,000.00 |
|  |  |  | $478,599.00 |
| Flagging (57½% of Contractor's Cost) | All Required |  | 4,000.00 |
| Seeding and Mulching | All Required |  | 5,000.00 |
|  | Subtotal |  | $487,599.00 |
|  | 10% Engr. & Cont. |  | 48,759.90 |
|  | Total |  | $536,358.90 |

|  |  |  |
|---|---|---|
| Length of Roadway | 8.256 Miles |  |
| Length of 11 Structures | 0.266 Mile | (Exceptions) |
| Total Length | 8.522 miles |  |
| Cost of Roadway per Mile | $64,965.95 |  |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 10,000.00 | $ 9,000.00 | $ 1,000.00 |
| Roadway | 536,358.90 | 495,500.00 | 40,858.90 |
|  | $546,358.90 | $504,500.00 | $41,858.90 |

RECEIVED
NOV 6 1957
FOR FILING

November 5, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224-238 covering seeding and mulching on the Salem By-Pass Section of the Pacific Highway in Marion County, Contract No. 5022, in connection with Federal Aid Project No. I-324(15).

This work is necessary to control erosion on cut and fill slopes and for roadside improvement. It was an anticipated item in connection with this project. Your approval of this order at agreed unit prices shown, using state forces, under provisions of PPM-21-6.3 is requested. The contractor is not equipped to do the work. The state has the necessary special equipment, operated by experienced crews and the amount is too small to do economically by separate contract.

The total estimated amount of this order is $5,000.00 with Federal participation of $4,500.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:cr

RECEIVED

[illegible]

I 324(15)

322

08-35

October 31, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-324(15)
Salem Bypass Section, Pacific Highway
Order for State Force Work dated
September 26, 1957 - Moving light
standards to permit grading - Estimated
Cost - $1,000.00

Dear Sir:

Reference is made to your letter dated October 10, 1957 concerning subject order.

We are approving the use of State forces as being in the public interest for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. POLK
Division Engineer

By:

E. H. COWAN
Acting Division Engineer

NOTED
FORREST COOPER

Orig. with memo
to Mr. [illegible]

RECEIVED
OCT 30 1957
FOR FILING

5122

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
October 28th, 1957

**SUBJECT:** Contract #5022

**To:** Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Specifications on this project provide that start of workday count would begin ten days after award date. The contract was awarded on September 20th, the count then beginning on October 1st. Every chargeable day has been charged since that date.

The contractor has accomplished an excessive amount of work for the workday count due to the fact that he started work immediately upon notification that he was the low bidder.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR

NOTED
FORREST COOPER

RECEIVED
OCT 29 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 11 1957
FOR FILING

[illegible]

October 10, 1957

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 285 covering moving two power poles on the Salem By-Pass Section of the Pacific Highway in Marion County, Contract No. 5022, in connection with Federal Aid Project No. I-3[illegible](15).

It is necessary that poles of the Portland General Electric Company at the Cordon Road and North Santiam Interchanges be moved for new construction. Copies of the letter of agreement by the Assistant Counsel and estimate of the Company are attached.

Your approval of this order under the provisions of G.A.M.-300 is requested.

The total estimated cost under the order is $165.70 with estimated Federal participation of $119.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

RECEIVED
OCT 11 1957
FOR FILING

I [illegible]

5022

October 10, 1957

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Forces Work No. 277 covering moving light standards to permit grading on the Salem By-Pass Section of the Pacific Highway in Marion County, Contract No. 5022, in connection with Federal Aid Project No. I-5-1(15).

It is necessary that light standards at the Garden Road and North Santiam Interchanges and at the south end of the project be moved to allow grading for the new construction. The contractor is not equipped to do the work. The amount is toosmall to be done by separate contract. The work will be done by state sign and electric crews.

The total estimated cost of this work is $1,000.00 with estimated Federal participation of $900.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DPP:cr

RECEIVED
SEP 24 1957
FOR FILING

I-324(15)

5-2 [illegible]

September 23, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Salem By-Pass Section of the Pacific Highway in Marion County, Contract No. 5022, in connection with Federal Aid Project No. I-324(15).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DDP:lmr

Enclosures

RECEIVED
SEP 27 1957

FOR FILING
[illegible]
[illegible]

September 20, 1957

Earl L. McNutt Company
351-1/2 E. Broadway
Eugene, Oregon

Gentlemen:

The State Highway Commission on August 8, 1957 accepted your proposal for grading the Salem Bypass Section of the Pacific Highway in Marion County for the sum of $415,723.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5022.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Mr. R. G. Savage (SIAC)
Mr. S. H. Probert
Mr. Tom Edwards
Pacific Builder & Engineer, Inc.

fp

NOTED
J. Mc C.

RECEIVED
SEP 23 1957
FOR FILING

I-324(

[illegible]

September 20, 1957

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Salem By-Pass Section of the Pacific Highway in Marion County, Project I-324(15), to the Earl L. McNutt Co. of Eugene, Oregon, on the basis of the bid of $415,723.50 submitted on August 8, 1957.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:ia

RECEIVED
SEP [illegible] 1957
FOR FILING
OREGON DISTRICT

I 324 (15)

08-35

5022

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

September 20, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project I-324(15), Salem By-Pass Section of the Pacific Highway, we hereby concur as of this date in award of Contract No. 5022, to Earl L. McNutt Company of Eugene, Oregon, low bidder in the amount of $415,723.50 at the August 8, 1957 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

By:

A. F. Bester
A. F. Bester
Acting Division Engineer

R

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AUG 30 1957
FOR FILING

I [illegible]

50.2

Salem, Oregon
August 30, 1957

BPR Approval of Right
of Way Purchase

R. L. Porter
Right of Way Engineer
Office

Purchase of rights of way for the below described section was authorized by the Bureau of Public Roads as of August 22, 1957.

Salem By-Pass Section of Pacific Highway
in Marion County. Length, 8.52 miles.
Prefix, 24-2506.

S. H. Probert
Office Engineer

SHP:ia

RECEIVED
AUG 19 1957
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 16, 1957

Pacific Telephone and Telegraph Company
509 S.W. Oak Street
Portland 4, Oregon

Re: Pacific Telephone & Telegraph Company
Telephone Line Adjustments
Salem Bypass Section
Pacific Highway
Marion County

Gentlemen:

Bids on the above titled project were received on August 8, 1957, and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction.

Part of the work involves moving of a contact on a power pole of Portland General Electric Company at Station 377+32 and the moving of a pole located on the westerly side of the highway near Highway Engineer's Station 503+20. These two poles are located on public highway right of way, so that it will be your obligation to make these changes at your expense.

In addition to the above, there is a contact on a pole owned by the Civil Aeronautics Administration on the westerly side of the highway at Highway Engineer's Station 378+00. This pole is located on private property, and the Civil Aeronautics Administration has been notified of the necessity for it being moved.

In view of the fact that this latter facility is located on private property, it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the rearrangement work, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. Alfred Shirley, Jr., Resident Engineer, Salem, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Shirley.

NOTED

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. J. D. Walker, Mr. Alfred Shirley, Jr. and Mr. F. W. Farrar

RECEIVED
AUG 16 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 15 1957
FOR FILING

FORM E-30X—37,900—8-57—1477

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1957

SUBJECT: Salem Bypass
Pacific Highway

To: Mr. R. L. Porter
Right of Way Engineer
Office

I am forwarding herewith a sketch map showing the revised right of way taking in the southwest quadrant of the Garden Road Interchange. This revised taking affects the property of the following owners:

The General Petroleum Company
L. C. Lorens
R. L. Elfstrom, Sr.
J. W. and R. L. Elfstrom, Jr.

We are revising this taking by the installation of additional 48-inch pipe and consequent deletion of open ditches which required a considerably more extensive taking. It is thought that by doing this the damages to the aforesaid properties can be minimized with a corresponding reduction in complaints from these property owners.

I have discussed with Mr. Mansfield the revision of these descriptions southerly of the off- on-ramps on the west side of the highway so will you please furnish him with the revised descriptions where were sent down by Mr. Scott this date. I am advising the Division Engineer by copy of this letter to proceed with the construction in accordance with this sketch map.

Tom Edwards
Construction Engineer

By

L. H. Young
Ass't Construction Engineer

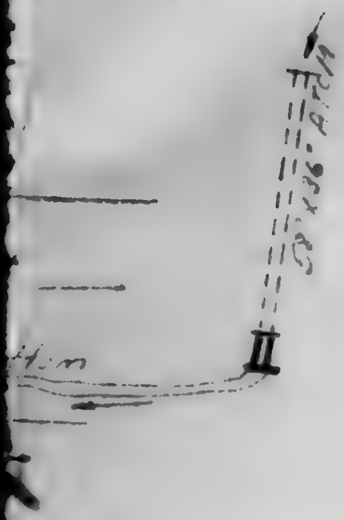
LHY:jc

Encl.

cc/encl. Forrest Cooper
Leonard I. Lindas
Esthel J. Benner
W. A. Mansfield
J. D. Walker
A. J. Shirley

NOTED

RECEIVED
AUG 14 1957
OFFICE OF
STATE HIGHWAY ENGINEER


53"x36" Arch
...t.m

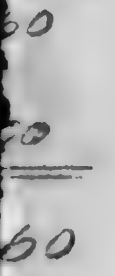
R/W

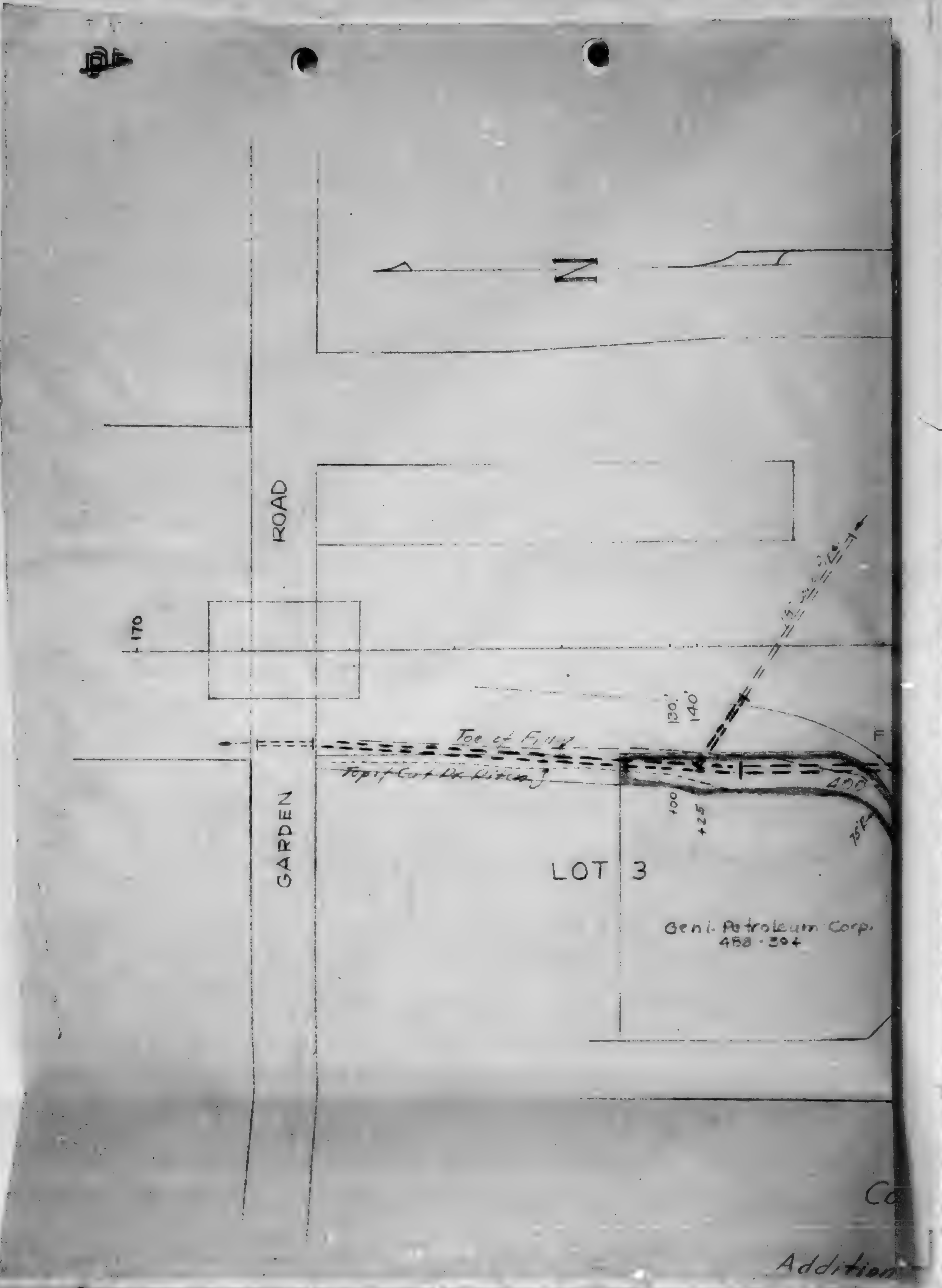
SKETCH MAP

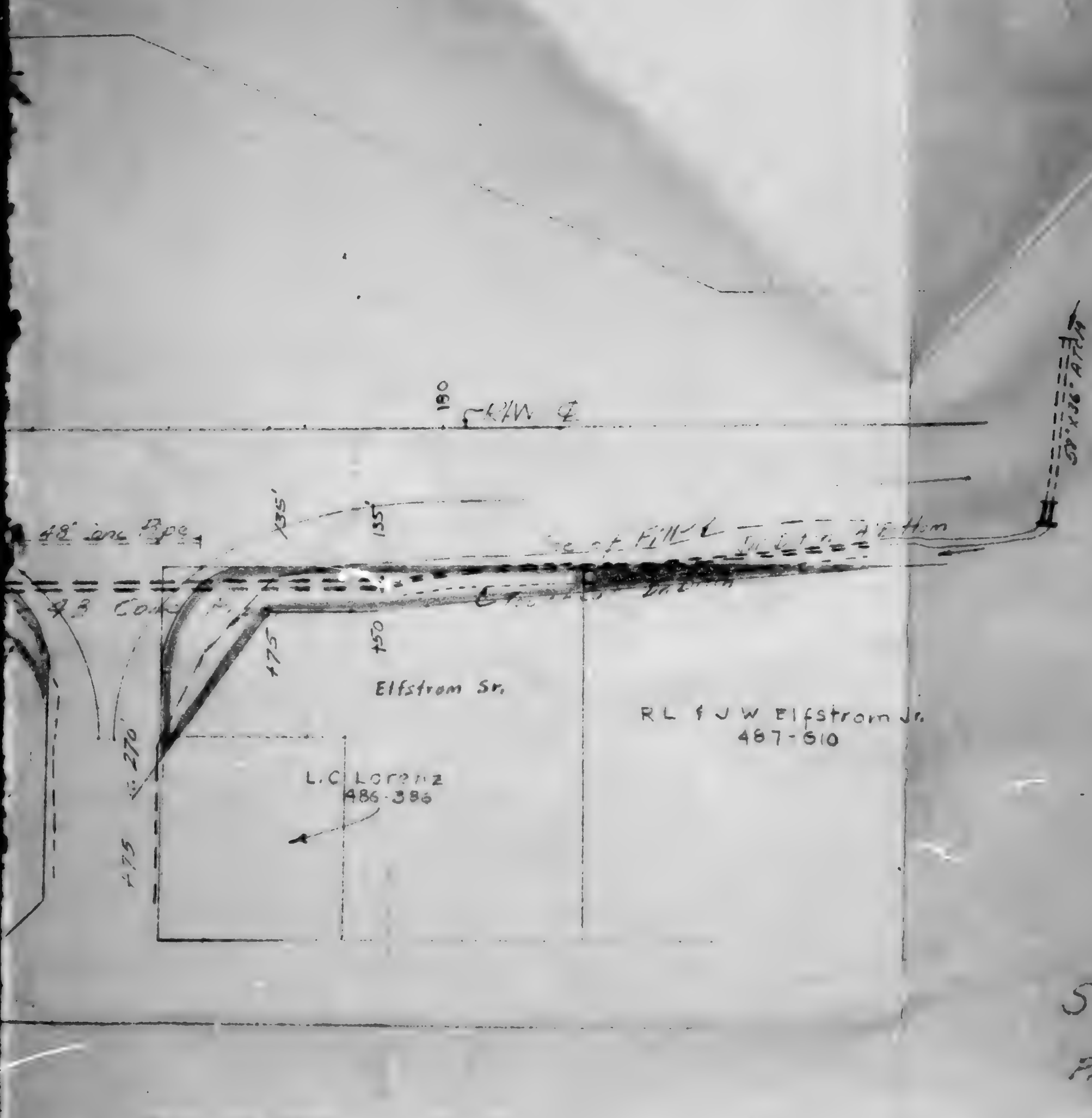
SALEM BY-PASS SECTION

PACIFIC HIGHWAY MARION Co.

1" = 100'



N
ROAD
GARDEN
170
130'
140'
Toe of Fill
Top of Cut Dr. Ditch
100
125
400
75R
F
LOT 3
Genl. Petroleum Corp.
488 - 304
Co
Addition


180
R/W ℄
48" inc Pipe
135'
135
Toe of Fill
Ditch Bottom
33 Conc
+50
+75
270'
+75
Elfstrom Sr.
RL & J W Elfstrom Jr.
487-610
L.C. Lorenz
486-386

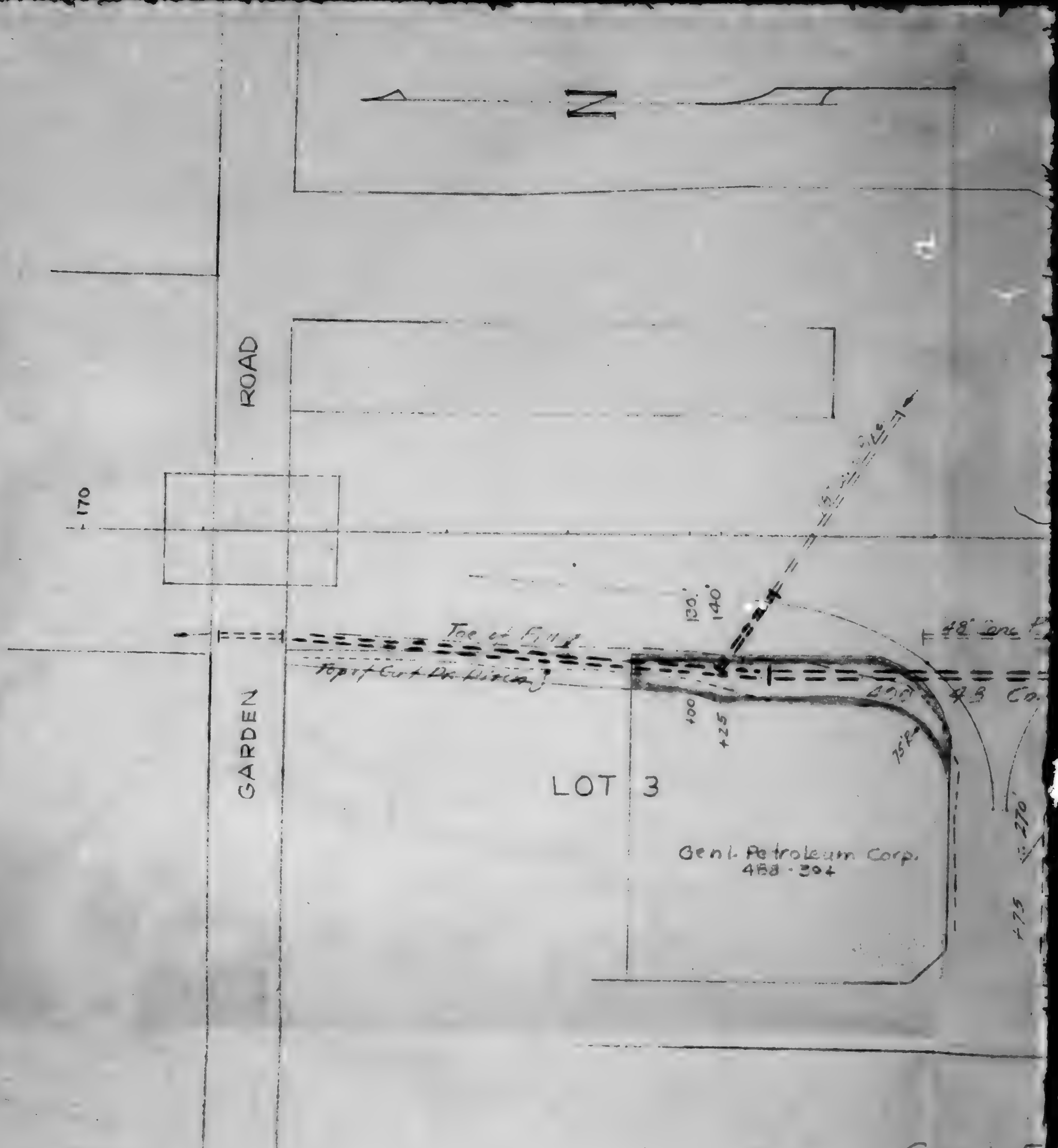
SK

SALE

PACIFIC

COST ESTIMATE

onal Pipe and Dr. Exc.

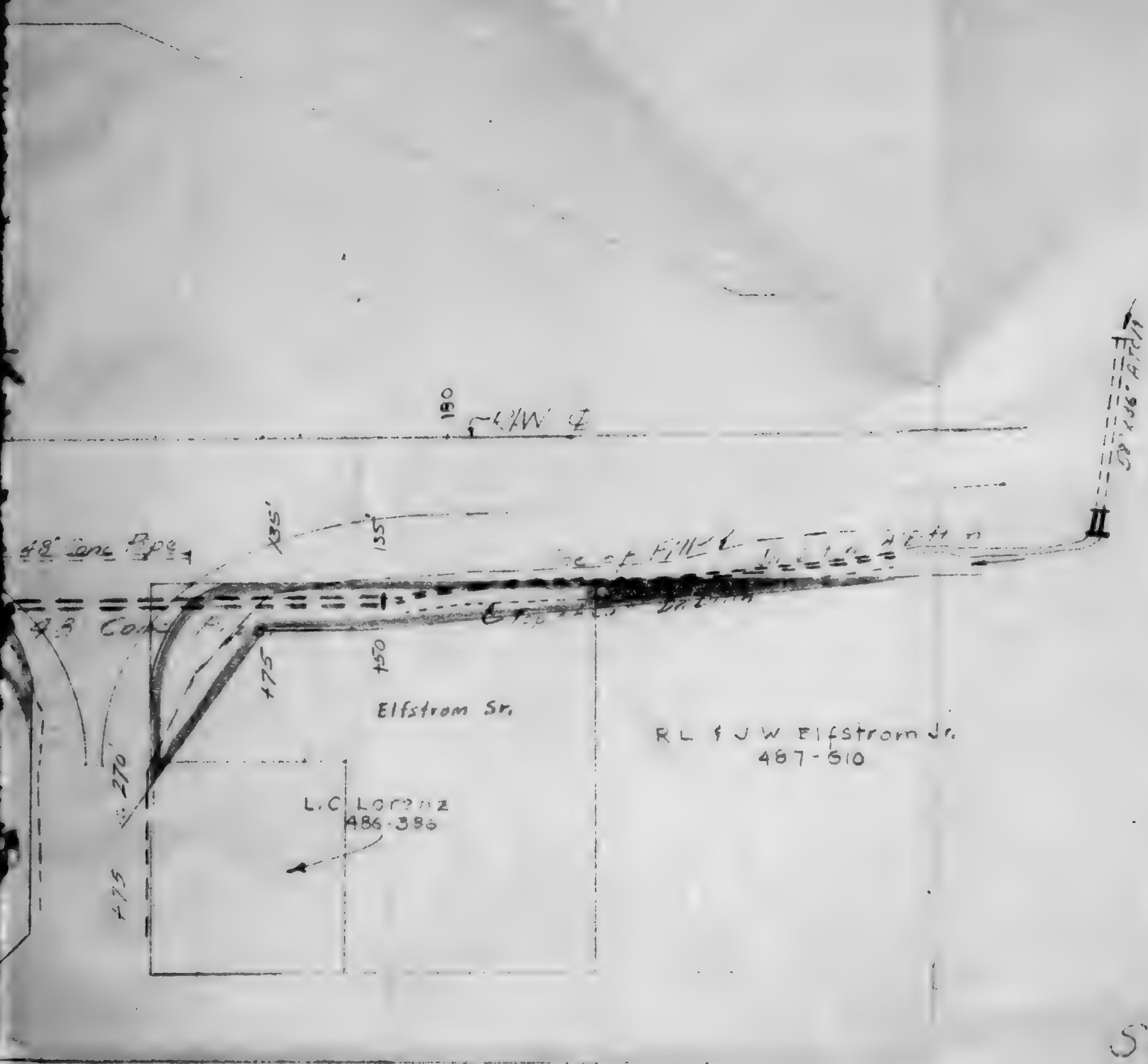

N
ROAD
GARDEN
170
130'
140'
Toe of Fill
Top of Cut Dr. Ditch
48" Conc. P
100
+25
200
48 Co
75 R
270'
+75
LOT 3
Genl. Petroleum Corp.
488 - 304

Cost E

Additional Pi

238 Lin. Ft.

330 Cu. Yd


180
R/W ℄
X35'
135
48" Conc Pipe
48" Conc Pipe
Toe of Fill
Ditch
Ditch
58' x 36" Arch
+75
+50
270'
+75
Elfstrom Sr.
R L & J W Elfstrom Jr.
487-510
L.C Lorenz
486-386

SKET

SALEM

PACIFIC

COST ESTIMATE

nal Pipe and Dr. Exc.

| | | | |
|---|---|---|---|
| Lin. Ft. 48" Conc Pipe | @ | $13.70 | $3,260.60 |
| Cu. Yd. Dr. Exc. | @ | $2.00 | 660.00 |
| | | Total | $ 3,920.60 |

58"x36" Arch
ection

m St.
.60
0.00
60

R/W

SKETCH MAP

SALEM BY-PASS SECTION

PACIFIC HIGHWAY MARION Co.

1" = 100'

RECEIVED
AUG 15 1957
FOR FILING

[illegible]

5022

FORM E-123X 37½M 10-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 13, 1957

Portland General Electric Company
Electric Building
Portland 5, Oregon

Re: Portland General Electric Company
Power Line Adjustments
Salem Bypass Section
Pacific Highway
Marion County

Gentlemen:

Bids on the above titled project were received on August 8, 1957, and it appears that certain of your facilities, involving the moving of poles, must be adjusted in order to accommodate the highway construction. The work which must be done has been given to me as follows:

> A pole located 99 feet westerly of Station 176+00 must be moved due to the construction of a revised off-ramp leg of the Market Street Interchange.
>
> A line along the southerly side of the North Santiam Highway west of the bypass mainline must be adjusted due to the construction of a new south bound on-ramp leg of the Santiam Interchange.

It appears that these facilities were located on State highway right of way at the request of the Highway Department in order to provide electric service to illuminate the interchanges. The one at Market Street was placed under Permit 4501, issued to you on November 17, 1954, and the line at the North Santiam location was placed under Permit 4507, dated November 23, 1954.

Technically, the Highway Commission might insist you make these revisions under the terms of the permits issued, but under the circumstances it is felt that it would be inequitable for the Commission to make any such demand as the power facilities were installed at the request of the Commission without cost, and the sole service rendered is and will be to the State. It, therefore, is intended that the Highway Commission shall reimburse you for the proper and reasonable cost of the rearrangement work, exclusive of any improvements in the value of your facilities not made necessary by such work, with deductions for salvage and depreciation.

NOTED
FORREST COOPER

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. Alfred Shirley, Jr., Resident Engineer, Salem, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Shirley.

In addition to the two locations mentioned above, there is a pole located westerly of Highway Engineer's Station 377+32, which must be moved. This pole was originally placed on county road right of way by permission of Marion County, so that it will be your obligation to move this pole at your expense.

There is further a contact on a pole owned by the Pacific Telephone and Telegraph Company, on the westerly side of the highway near Station 503+20, which contact must be readjusted. The pole originally was placed on county road right of way by permission of the county, so that it also will be your obligation to move this contact at your expense.

It is requested that you proceed with the work as promptly as reasonably may be possible.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RH
cc: Mr. Tom Edwards
Mr. Forrest Cooper
Mr. J. D. Walker
Mr. Alfred Shirley, Jr.
Mr. F. W. Farrar

RECEIVED
AUG 14 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-122X 37½M 1956

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AUG 1[illegible] 1957
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 9, 1957

Civil Aeronautics Administration
U.S. Department of Commerce
5651 West Manchester
Los Angeles 45, California

Re: Civil Aeronautics Administration
Power Line Adjustment
Salem Bypass Section
Pacific Highway
Marion County

Gentlemen:

Bids on the above titled section were received yesterday, August 8, 1957, and it appears that a power line owned by the Civil Aeronautics Administration must be adjusted due to conflict with the new construction. This adjustment involves the moving of one pole of a power supply line to the Salem, Oregon I.L.S. Middle Marker. This line was constructed by Portland General Electric Company for the Civil Aeronautics Administration and was placed on private property under the terms of a lease recorded in Book 411, page 171 of the Marion County Records of Deeds on December 7, 1949. The pole involved is located on the westerly side of the existing highway near Station L$^s$ 378+00.

In view of the fact that the facility is located on private property, it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the rearrangement work, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. Alfred Shirley, Jr., Resident Engineer, Salem, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Shirley.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:[illegible]
cc: Mr. L. [illegible] Young
Mr. Forrest Cooper ✓
Mr. J. D. Walker
Mr. Alfred Shirley, Jr.
Mr. R. L. Porter

NOTED
FORREST COOPER

RECEIVED
[illegible] 1 1957
OFFICE OF
[illegible] ENGINEER

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JUL 25 1957
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

I 324(15)
08-35

July 24, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-324(15), grading and draining the Salem By-Pass Section of the Pacific Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been obtained.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

RECEIVED
JUL 25 1957
OFFICE OF
STATE HIGHWAY ENGINEER

I-303(20) Iowa St. Br. on the Harbor 1957
Dr.-Washington Co. Line Sec.
#5023 of the Pacific Hwy.

RECEIVED
MAR 11 1959
FOR FILING

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OREGON STATE HIGHWAY DEPARTMENT
(date)

March 9, 1959

| | | |
|---|---|---|
| (CONTRACT NO.) I-303(20) | (EST. NO.) | (CONTRACTOR) |
| 5023 | 14 P. F. | Gibbons & Reed Company |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 5057 | H238260 | $ 1,753.18 | 3/9/59 |

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion date: 200 workdays from Sept. 5, 1957

Time Extensions: None

Completion Date: Sept. 26, 1958

Date Accepted: Dec. 11, 1958

Penalties: None of record

Claims: None of record

Remarks:

---

Date: Mar. 10, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Secretary
C. W. Head
By C. W. Head
Ass't. Secretary

Warrant Mailed: MAR 10 1959
GRu

NOTED ON CARD

RECEIVED
FEB 26 1959
FOR FILING

J. [illegible]

5023

Feb. 26, 1959

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

You are hereby notified that a post-final payment will be made to Gibbons & Reed Company on Contract No. 5023, for Iowa Street Bridge on the Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County.

This payment will be made as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $342,868.28, including the post-final payment of $1,753.18. There was no force account work performed in connection with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Howard Wease, Resident Agent
910 Broadway Bldg.
Portland, Oregon

NOTED ON CARD
em

RECEIVED
FEB 26 1959
FOR FILING
I-303(20)
5023

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)

February 24, 1959

| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
|---|---|---|
| 5023 | 13 Final | Gibbons & Reed Company |

| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
|---|---|---|---|
| 3793 | H236994 | $ 32,991.61 | 2-24-59 |

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

| | |
|---|---|
| Specified completion date: | 200 workdays from Sept. 5, 1957 |
| Time Extensions: | None |
| Completion Date: | Sept. 26, 1958 |
| Date Accepted: | Dec. 11, 1958 |
| Penalties: | None of record |
| Claims: | None of record |
| Remarks: | |

---

Date: Feb. 24, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:

FEB 25 1959

NOTED ON CARD

A

RECEIVED
JAN [illegible] 1959

FOR FILING

I 303 (2)

5023

Jan. 13, 1959

**CERTIFIED MAIL**

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 5023, for Iowa Street Bridge on the Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County was completed by the contractor, Gibbons & Reed Company, on Sept. 26, 1958, and was formally accepted by the Highway Commission on Dec. 11, 1958.

Final payment in the amount of $32,991.61 will be released to the contractor on or after Jan. 23, 1959. The total contract amount is $341,115.10, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Howard Weese
910 Broadway Bldg.
Portland, Oregon

FORM 2-137 8M 3-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr
W. W. STIFFLER
2nd Asst. State Hwy. Engr
C. W. ENFIELD
Chief Counsel

PHONE: CA 4-6511

Office of A. G. SKELTON, Division Engineer
A. E. JOHNSON, Assistant Division Engineer
P.O. Box 4699, Portland 2, Oregon

In Reply Please
Refer to File No.

RECEIVED
FEB 3 - 1958
FOR FILE

January 27, 1958

Mr. A. V. Toolsen
Division Manager
Gibbons and Reed Company
P. O. Box 4989
Portland 13, Oregon

Dear Sir:

In regard to your letter of January 15, 1958, relating to extra work at both the Pacific Highway Undercrossing of Barbur Boulevard and Capitol Highway project, contract No. 5020, and the Iowa Street Bridge project, contract No. 5023, I would like to explain that the purpose of my letter of January 8th to you was only to avoid a repetition of the extra work order claim that you have recently submitted, dealing with pile driving at the Iowa Street Bridge wherein no advance notice of extra work was given me before the work was done.

Prior to the date of the pile driving, when both jobs were beginning, I asked your field superintendent to always inform me before he did any work that he considered extra work. This was not done in the case of the above mentioned pile driving, nor has it ever been done with any of the items of your list of alleged extra work, with the exception of item No. 3 on the Iowa Street Bridge, and those several items which were orally authorized by myself, and, of course, would need no such statement.

I will not deny that we may have different opinions as to what is and what is not extra work, and I was not, by writing my earlier letter, attempting to prevent you from submitting a claim for any disputed work. I only wished to be informed of your intentions before the work was done. I believe that under Article 1.5.13 of the standard bridge specifications, I am entitled to such information. I would like to itemize your list of extra work, and explain my position in each case.

FOR CONTRACT NO. 5020

1. "Additional Work Occasioned by Your Marking the Pavement Removal in Error."

Assuming that there was a mistake made in marking pavement for removal, I cannot understand how this could possibly be construed as

NOTED

extra work, since pavement removal is handled on a unit price basis under item No. 1 of the contract.

2. "Additional Work Caused by the Change in the Location of the Detour from the Location Shown on the Contract Drawing."

The contract drawing does not detail the location of the detour. It merely shows a shaded area which indicates the location of the detour. Scaling this drawing indicates that the minimum clearance from the north corner of state one construction of the edge of the detour was intended to be approximately 13 feet. At the time that the outside north bound lane of the detour was intact, you would have found, by field measuring, that the actual minimum clearance given you was more than 17 feet. I cannot see how this would cause you extra work.

3. "Additional Work Caused by the Laying Out of the General Excavation to Slopes Steeper than the Material Will Stand."

Apparently you have reference to the excavation in the vicinity of abutment No. 1. At this location, the only general excavation layout done by myself or my crew was to mark on the pavement the approximate critical corner and line of abutment No. 1 footing. This corner was the part of the structure closest to the detour. Naturally, if these marks were construed to be top of cut slope, the material would not stand. They indicated a vertical cut was required and for this reason at this location, the plan clearly called for "Shore and Crib as Required" to be paid for under Item No. 13 of the contract,, "Shoring and Cribbing, Etc." In the vicinity of abutment No. 2 my crew marked the top of the cut slope and in that location there was no slope made that was steeper than the material would stand, even with considerable blasting being done at the bottom of the slope.

4. "Watchman Required by the State Industrial Accident Commission."

The Industrial Accident Commission required you to maintain a watchman on the detour near abutment No. 1 at certain times when they felt that your shoring and cribbing was inadequate to safeguard the traveling public. Surely you do not expect the Highway Department to pay you for work done at the insistence of the Accident Commission, particularly since the work was required due to inadequacy of your shoring, which the Highway Department has already paid you for.

5. "Additional Piling for the 'C' Line Wall Footing to Correct Your Piling Order."

Apparently this is in reference to three piles which shattered before they were driven to required bearing, and therefore had to be replaced. The standard specifications, Article 2.3.18 states in part, "No payment will be made for piles driven out of place, for defective piles, or for piles which are damaged in handling or driving."

6. "Flagging Barbur Boulevard Traffic."

This is a legitimate item of extra work as called for in the special provisions of the contract. Your submitted bill has been approved, and payment is awaiting the next estimate. I had decided to overlook the fact that contrary to the special provisions, I have never been advised of the location and number of flagmen in use, nor has the report of flagging time in which the state is to participate ever been handed me. I was able to justify your billing, since my own job diary shows that flagging probably was necessary on the days you show on your statement.

7. "Constructing Weep Holes in walls and Abutments."

This is a legitimate item of extra work orally requested by me. As far as was practical, your time spent on this work was noted by my crew and "Daily Records of Force Account Labor and Materials" were issued to your foreman, which were in accord with his time charges for this work. No billing has been received from you to date.

8. "Backfilling of Walls and Abutments."

Under the item of "Earthwork" in the special provisions, the contractor is called upon to perform all earthwork called for on the plans. Since "Earth Backfill" is called for behind the abutment section shown on sheet No. 2 of the plans, payment for this work will be included under item No. 2 of the contract, "General Excavation, Unclassified." Please refer to our letter dated January 20, 1958 from our Division Office.

9. "Hauling and Wasting of the General Excavation Materials."

Again under the item of "Earthwork", the special provisions state, "It shall be understood that the cost of hauling excavated materials from the place of excavation to the place of deposit will be covered and included in the price bid for the excavation of the materials, and no separate or additional payment will be made for the hauling of the materials."

10. "Barricade at Pedestrian Walkway."

This is a legitimate item of extra work as shown on the plans, and as verbally ordered by myself. My crew kept records of the actual time spent on this work, and issued the Daily Record of Force Account Labor and Material sheets which agree with your foreman's time. Your submitted bill has been approved, and payment is awaiting the next estimate.

11. "All Work Involved in Reconstructing Bent No. 1 Footings Necessitated by Error in Your Horizontal Control."

All work done in this reconstruction not covered by contract unit prices has been noted by my crew. Daily Records of Force Account Labor and Materials for this portion of the work have been signed by my representative and issued to your foreman.

FOR CONTRACT 5023

1. "Splicing Piling to Add to Your Order Lengths."

This is a legitimate item of extra work verbally ordered by myself. Your bill was received January 4, 1958, and payment awaits approval by the State Highway Engineer.

2. "Testing with an Air Hammer the Piling Previously Driven with a Gravity Hammer."

Your bill for payment of this item was received January 4, 1958. The validity of this claim in my mind is somewhat questionable. Therefore, I have forwarded it to the Division Engineer for his analysis.

3. "Hauling Excavated Materials Away from the Vicinity of the Bridge."

The basis of this claim is the definition of "vicinity". The special provisions call for the general excavation to be disposed of in the vicinity of the structure. On the north end of the structure you were directed to dispose of the material some 1200 feet from the end of the bridge. You feel that this is beyond the vicinity of the bridge, and you may be right. However, at the time the work was done, your representative on the job said words to the effect that "we will wait and see how much the excavation costs us , and how the final quantities come out before we make a claim." So far I have received no claim.

As you may recall, late in December 1957, we had a discussion relative to workday charges at the Capitol Highway project. Since that time only one workday has been charged out of a possible fifteen. This surely must show that I am willing to listen to your opinions regarding this matter. If you feel that I am being unfair with my workday charges on the Iowa Street Bridge project, I would welcome a discussion about it. However, as I have said in the past, if you feel that I have charged workdays unfairly, you should file written protest as the contract specified.

Yours very truly,

Edward L. Hardt

EDWARD L. HARDT
Resident Bridge Engineer

ELH:w

cc: G. S. Paxson ✓
Ivan Merchant
A. G. Skelton
Lowell Johnston

RECEIVED
JAN 28 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Copy, given Lowell Johnston
1-20-58 a.s.j.

Mr Paxson
For your information.
a.s.j.

January 15, 1958

P. O. Box 4789
Portland 13, Oregon

Mr. Edward L. Hardt, Resident Bridge Engineer
Oregon State Highway Department
3514 S. W. 26th Avenue
Portland, Oregon

Dear Sir:

Your letter concerning Extra Work Order bills raises some questions on our part. First of course is the fact that we question your authority to modify the contract by requiring the "Daily Record of Force Account Labor & Material" sheets. Second is the fact that your letter gives a false impression of your readiness to sign and give us the Daily Record you mention. Nothing could be further from the true picture. On most of the extra work you have required of us we have found that our records are the only records kept, that these records are not given proper consideration by you, and that getting a signed Daily Record from you is virtually impossible.

We have no doubt that we will be able to collect for all of the extra work which we have performed. But we feel that appropriate action on your part would be to conform to the provisions of the contract that require that you authorize in writing those Extra Work Items that you have been having us perform. A partial list of these would include:

For Contract No. 5020-

1. Additional work occasioned by your marking of the pavement removal in error.
2. Additional work caused by the change in the location of the detour from the location shown on the contract drawing.
3. Additional work caused by the laying out of the general excavation to slopes steeper than the material would stand.
4. The watchman required by the State Industrial Accident Commission.
5. The additional piling for the 'C' line wall footing to correct your piling order.
6. Flagging Barbur Boulevard traffic.
7. Constructing weep holes in walls and abutments.
8. Backfilling of walls and abutments.
9. Hauling and wasting of the General Excavation materials.
10. Barricade at pedestrian walkway.
11. All work involved in reconstructing Bent '1' footings necessitated by the error in your horizontal control.

For Contract 5022-

1. Splicing piling to add to your order lengths.
2. Testing with an air hammer the piling previously driven with a gravity hammer.
3. Hauling excavated materials away from the vicinity of the bridge.

NOTED
G. S. P[illegible]SON

The length of the list makes it apparent that if we had waited for written authorization before proceeding with these items the jobs would have been shut down some time ago. We have done everything within reason to expedite the jobs. We have performed extras and made changes and corrections for you. We will not now be placed in a defensive position when we ask for payment for performing this extra work.

Part of our reluctance to wait for written authorization before beginning work on extra items has been forced by the delays we encountered when we were getting started. When we were awarded Contract No. 5020, the Barbur-Capital Undercrossing, the detours had not been started and no apparent effort had been made to relocate the telephone and power lines. We were delayed through more than six weeks of good weather, from August 8 until September 23. The excavation was finally available to us two days before the fall rains started. We moved more material in those two days than we did in the succeeding two months. On the Iowa Street Bridge the award of the contract was delayed until you had finished securing the right of way. We started work without a contract and again were delayed by a power line and phone line that had not been relocated. This is on a contract that has a fixed completion date.

The sum of these constitutes just about all of the delay we can permit on the structures. We feel you could be of real service to all of the interested parties to the contracts if you would clarify your position and ours by drawing up a definitive written authorization for each of the items we enumerated earlier. Further than that we feel that as each new situation requiring extra work arises you should authorize the work promptly in writing, keep adequate records of the performance of the work, and pay for the work when we present the bill. If in addition you want our invoices to be accompanied by Daily Record sheets signed by you, surely you will have to give us each day an appropriate number of these sheets suitably signed.

One other issue that we should call to your attention is your charging of work days. The contract provides that only those days on which we get 60 percent of the production normally possible under favorable conditions are to be charged. We feel that you have been unrealistic in your determination of our production on most of the days we have worked this winter. Since we have failed in our attempts to reconcile our differences by discussion we will be compelled to start protesting in writing every single day that you are charging us wrongly.

Very truly yours,

GIBBONS & REED COMPANY

A. V. Toolson
Division Manager

AVT/hst

cc - Mr. A. G. Shelton
Mr. Ivan D. Merchant

5023

| | | |
|---|---|---|
| Monthly Transaction No.<br>11-45<br>RECEIVED<br>1957<br>FOR FILING | For -2<br>(5-2 -57)<br>U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | te<br>**Oregon** |
| Project Report No.<br>6 | **FEDERAL-AID PROJECT AGREEMENT** | County<br>**Multnomah** |
| | | Project No.<br>**I-303(20)** |

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

5023

Project termini

**Iowa Street Bridge in Portland (U.S. 99).**

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | 7/19/57 | (0.1) |
| Rights-of-Way | | |
| Construction | 7/24/57 | 0.1 |
| Other *(Specify)* | | |

FUNDS

| | |
|---|---|
| Estimated total cost of project<br>$ 379,122.10 | Federal funds<br>$ 350,000.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY COMMISSION**
(Official name of Highway Department)

By Chas H Reynolds
**Chairman, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
Division Engineer

Date executed by Division Engineer November 13, 1957

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

USComm-DC 11169

# PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Iowa Street Bridge
Pacific Highway
Multnomah County

NATURE OF WORK:

Structure

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5023 5023 Gibbons & Reed Co. 8-26-57

DATE OF COMPLETION: 200 Workdays from 9-5-57

REMARKS:

Oregon State Highway Department

Federal Aid
Project No. I-303(20)

## IOWA STREET BRIDGE ON THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon September 25, 1957

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 5,000.00 |

Type Code X021
Iowa Street Bridge (Sta. 171+15 to Sta. 176+00)(Contract No. 5023)

| | | | |
|---|---|---|---|
| Structural Excavation | 1,560 cu. yds. | $7.10 | $11,076.00 |
| Furnish Steel Piling | 1,979 lin. ft. | 5.00 | 9,895.00 |
| Drive Steel Piles | 77 only | 100.00 | 7,700.00 |
| Class "A" Concrete | 3,100 cu. yds. | 64.50 | 199,950.00 |
| Metal Reinforcement | 740,000 lbs. | .14 | 103,600.00 |
| Metal Parapet Rail | 1,030 lin. ft. | 6.00 | 6,180.00 |
| 8-inch Metal Drain Pipe | 30 lin. ft. | 2.00 | 60.00 |
| General Excavation | 2,200 cu. yds. | .75 | 1,650.00 |
| Subtotal | | | $340,111.00 |
| 10% Engr. & Cont. | | | 34,011.10 |
| Total | | | $374,122.10 |

Length of Structure. . . . . . . . . . . . . . . 0.092 mile

## SUMMARY OF FUNDS

| DESCRIPTION | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 5,000.00 | $ 4,600.00 | $ 400.00 |
| Structure | 374,122.10 | 345,400.00 | 28,722.10 |
| | $379,122.10 | $350,000.00 | $ 29,122.10 |

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

Oregon State Highway Department

Federal Aid
Project No. I-303(20)

## IOWA STREET BRIDGE ON THE PACIFIC HIGHWAY

## IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 18, 1957

**Type Code P.E.**

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | $ | $ 5,000.00 |

**Type Code X021**
**Iowa Street Bridge (Sta. 171+15 to Sta. 176+00)**

| | | | |
|---|---|---|---|
| Structural Excavation | 1,560 cu. yds. | $8.00 | $ 12,480.00 |
| Furnish Steel Piling | 1,979 lin. ft. | 4.50 | 8,905.50 |
| Drive Steel Piles | 77 only | 80.00 | 6,160.00 |
| Class "A" Concrete | 3,100 cu. yds. | 70.00 | 217,000.00 |
| Metal Reinforcement | 740,000 lbs. | 0.13 | 96,200.00 |
| Metal Parapet Rail | 1,030 lin. ft. | 8.00 | 8,240.00 |
| 8-inch Metal Drain Pipe | 30 lin. ft. | 4.00 | 120.00 |
| General Excavation | 2,200 cu. yds. | 4.00 | 8,800.00 |
| | Subtotal | | $357,905.50 |
| | 10% Engr. & Cont. | | 35,790.55 |
| | Total | | $393,696.05 |

Length of Structure 0.092 Mile

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 5,000.00 | $ 4,600.00 | $ 400.00 |
| Structure | 393,696.05 | 363,700.00 | 29,996.05 |
| | $398,696.05 | $368,300.00 | $30,396.05 |

RECEIVED
SEP 9 1957
FOR FILING

I-305(20)

5023

A

August 26, 1957

Gibbons & Reed Co.
P. O. Box 4989
Portland 13, Oregon

Gentlemen:

The State Highway Commission on August 8, 1957 accepted your proposal for construction of the Iowa Street Bridge on the Harbor Drive-Washington County Line Section of the Pacific Highway, Multnomah County, for the sum of $349,111 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5023.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jme
cc: Pacific Builder and Engineer
2418 Third Avenue
Seattle 1, Washington
Attn: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

R. G. Savage (SIAC)
Tom Edwards
S. H. Probert
P. M. Stephenson

NOTED
J. Mc C.

RECEIVED
SEP 3 - 1957
FOR FILING

August 26, 1957

Mr. C. G. Polk
District Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Iowa Street Bridge
FAP No. I-303(20)

On August 8 the Commission accepted the low bid of Gibbons and Reed Company in the amount of $340,111 and instructed the engineer to award the contract to said bidder as soon as all rights of way for the project were acquired.

All rights of way required for the project have been acquired and I propose to award the contract to Gibbons and Reed Company as of this date. May I have your concurrence in the award of this contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CAG/mm

RECEIVED
JUL [illegible] 1957
[illegible] FILES

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

July 24, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-303(20), Iowa Street Bridge, Harbor Drive-Washington County Line Section of the Pacific Highway. This is to authorize your advertising for bids.

This approval is given subject to your making any corrections or revisions which may be found necessary following a complete review of the design details.

Concurrence in award of contract will be withheld pending notification that all right-of-way or rights-of-entry have been obtained.

Very truly yours,

CG Polk
C. G. Polk
Division Engineer

RECEIVED
JUL 25 1957
OFFICE OF
STATE HIGHWAY ENGINEER

I-328(3) S. Unit, SPRR O'Xing- 1957
Santiam Jct. Sec. (1.95
#5024 mi. grading) [redacted]

RECEIVED
JUL 30 1964

FOR FILING

I 32813)

5024

July 29, 1964

Willis, Kyle & Emmons
Law Offices
P. O. Box 279
Albany, Oregon

Attention: Mr. C. S. Emmons

Dear Pat:

Enclosed are certified excerpts from our files showing the dates of filing with this office and with the Secretary of State for the three claims against J. W. Hannaman Company, subcontractor, to Roy L. Houck and Sons on Contract No. 5024.

Also enclosed is a certified copy of excerpts from the Highway Commission minutes showing the date of completion and acceptance by the Highway Commission of Contract No. 5024.

It is hoped that this material will suffice for your needs, but if a personal appearance is required, I suppose a subpoena would be the proper thing to do.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

Atts.

**WILLIS, KYLE & EMMONS**

MILLARD F. WILLIS
SAM KYLE
C. S. (PAT) EMMONS
RICHARD T. KROPP

LAW OFFICES
507 S. WASHINGTON
P. O. BOX 279
WABASH 8-3329

ALBANY, OREGON

July 28, 1964

Contract
5024

Mr. Floyd Query
Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon.

Dear Floyd:

For your ready reference I am enclosing herewith a copy of your letter of December 22, 1958 acknowledging receipt of several claims.

I have had some difficulty collecting on these claims and I need to have a certified copy of each of the claims showing the date of filing and a witness from the Commission, preferably yourself if you can make it, to testify in District Court in Portland on August 4 to establish the date this particular contract was officially completed according to the Highway Commission records.

If you require a subpoena directing you to bring the records to court please advise.

Yours very truly,

WILLIS, KYLE & EMMONS

By:

CSE:ht
Enc.

RECEIVED
JUL 29 1964
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Department

Federal Aid
Project No. I-5-4(12)233
Old I-328(3)

## SOUTH UNIT, S.P.R.R. OVERCROSSING - SANTIAM
## JUNCTION SECTION OF THE PACIFIC HIGHWAY

(Estimate revised to include work performed by the Pacific Telephone and Telegraph Co. Based on low-bid prices and estimated costs. Not as a basis for project agreement.)

Salem, Oregon, June 2, 1960

Type Code P.E.

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All | Required | | $ 13,000.00 |

Type Code 0010
Roadway (Sta. 1027+00 to Sta. 1130+00)(Contract No. 5024)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required (90%) | $ | $ 22,500.00 |
| Removal of Highway Curbs | 2,000 | lin. ft. | 0.50 | 1,000.00 |
| Removal of Catch Basins | 8 | only | 25.00 | 200.00 |
| Drainage Excavation, Unclassified | 7,300 | cu. yds. | 2.00 | 14,600.00 |
| Special Borrow Excavation, Location "B", Unclassified | 412,000 | cu. yds. | 0.35 | 144,200.00 |
| Special Borrow Excavation, Location "C", Unclassified | 116,200 | cu. yds. | 0.28 | 32,536.00 |
| General Excavation, Unclassified | 104,600 | cu. yds. | 0.28 | 29,288.00 |
| Short Overhaul | 3,088,000 | yd. sta. | 0.01 | 30,880.00 |
| Long Overhaul | 105,600 | C-yd. sta. | 0.40 | 42,240.00 |
| Blade Grader | 280 | hours | 15.00 | 4,200.00 |
| Tractor and Dozer | 280 | hours | 15.00 | 4,200.00 |
| Loading and Placing Topsoil | 17,000 | cu. yds. | 1.25 | 21,250.00 |
| Finishing Roadbed and Slopes | All | Required | | 5,000.00 |
| 18-inch Corrugated Metal Pipe | 240 | lin. ft. | 4.90 | 1,176.00 |
| 12-inch Concrete Pipe | 1,400 | lin. ft. | 2.60 | 3,640.00 |
| 15-inch Concrete Pipe | 770 | lin. ft. | 3.50 | 2,695.00 |
| 18-inch Concrete Pipe | 1,270 | lin. ft. | 3.75 | 4,762.50 |
| 24-inch Concrete Pipe | 2,410 | lin. ft. | 5.40 | 13,014.00 |
| 30-inch Concrete Pipe | 30 | lin. ft. | 7.20 | 216.00 |
| 36-inch Concrete Pipe | 270 | lin. ft. | 8.45 | 2,281.50 |
| 42-inch Concrete Pipe | 90 | lin. ft. | 10.70 | 963.00 |
| 22-inch Arch Type Corrugated Metal Pipe | 120 | lin. ft. | 5.20 | 624.00 |
| 29-inch Arch Type Corrugated Metal Pipe | 50 | lin. ft. | 8.00 | 400.00 |
| 21-inch Metal End Sections | 18 | only | 52.00 | 936.00 |
| 24-inch Metal End Sections | 10 | only | 68.75 | 687.50 |
| 30-inch Metal End Sections | 24 | only | 106.00 | 2,544.00 |
| 8-inch Sewer Pipe | 2,400 | lin. ft. | 1.50 | 3,600.00 |

| | | | |
|---|---|---|---|
| 12-inch Sewer Pipe | 2,650 lin. ft. | $ 1.90 | $ 5,035.00 |
| 15-inch Sewer Pipe | 160 lin. ft. | 2.45 | 392.00 |
| 18-inch Sewer Pipe | 110 lin. ft. | 2.80 | 308.00 |
| 24-inch Sewer Pipe | 1,960 lin. ft. | 4.80 | 9,408.00 |
| 30-inch Sewer Pipe | 500 lin. ft. | 6.60 | 3,300.00 |
| Concrete Manholes | 8 only | 330.00 | 2,640.00 |
| Concrete Catch Basins | 30 only | 66.00 | 1,980.00 |
| Concrete Inlets | 14 only | 66.00 | 924.00 |
| Class "A" Concrete in Box Culverts | 300 cu. yds. | 51.70 | 15,510.00 |
| Metal Reinforcement in Box Culverts | 46,000 lbs. | 0.14 | 6,440.00 |
| Concrete Curbs and Gutters | 170 cu. yds. | 50.00 | 8,500.00 |
| Type 2 Fence | 1,200 rods | 5.40 | 6,480.00 |
| Loose Riprap | 260 cu. yds. | 5.00 | 1,300.00 |
| Coarse Crushed Material in Base | 11,600 cu. yds. | 2.25 | 26,100.00 |
| 3/4" - 0 Material in Base | 2,000 cu. yds. | 2.55 | 5,100.00 |
| Sprinkling | 500 M-gal. | 3.00 | 1,500.00 |
| Preparation of Base (20%) | All Required | | 300.00 |
| 3/4" - 0 Material in Binder Course | 180 cu. yds. | 4.25 | 765.00 |
| RC-3 Asphalt | 30 tons | 40.00 | 1,200.00 |
| Class "B" Asphaltic Concrete | 3,700 tons | 6.50 | 24,050.00 |
| RS-1 Asphalt in Tack Coat | 6 tons | 90.00 | 540.00 |
| Furnishing and Placing Aggregates | 90 cu. yds. | 4.25 | 382.50 |
| 120-150 Asphalt | 6 tons | 40.00 | 240.00 |
| RS-1 Asphalt | 2 tons | 50.00 | 100.00 |
| Structural Excavation | 44 cu. yds. | 5.00 | 220.00 |
| Class "A" Concrete in Underpass | 65 cu. yds. | 66.00 | 4,290.00 |
| Metal Reinforcement in Underpass | 10,000 lbs. | 0.14 | 1,400.00 |
| Tile Lining | 130 sq. yds. | 20.00 | 2,600.00 |
| Membrane Waterproofing | 170 sq. yds. | 4.00 | 680.00 |
| Electrical Work | All Required | | 110.00 |
| | | | $521,428.00 |
| Work by Pacific Telephone & Telegraph Co. | All Required | | 1,897.47 |
| Flagging (57½% of Contractor's Cost) | All Required | | 3,500.00 |
| | Subtotal | | $526,825.47 |
| | Engr. & Cont. | | 50,595.33 |
| | Total | | $577,420.80 |

## Alternate "B"

**Type Code X021**
**Cox Creek Bridge (Sta. 1085+88.79 to Sta. 1086+64.79)(N.B.Lane)(Contract No. 5018)**

| | | | |
|---|---|---|---|
| Structural Excavation | 16 cu. yds. | 2.50 | $ 40.00 |
| Furnish Concrete Piling | 264 lin. ft. | 5.50 | 1,452.00 |
| Drive Concrete Piles | 22 only | 40.00 | 880.00 |
| Class "A" Concrete | 214 cu. yds. | 60.00 | 12,840.00 |
| Metal Reinforcement | 64,300 lbs. | 0.135 | 8,680.50 |
| | | | $23,892.50 |

Type Code X021
Cox Creek Bridge (Sta. 1085+43.4 to Sta. 1086+19.21)(S.B.Lane)(Contract No. 5018)

| | | | | |
|---|---|---|---|---|
| Structural Excavation | 13 | cu. yds. | $ 2.50 | $ 32.50 |
| Furnish Concrete Piling | 216 | lin. ft. | 5.50 | 1,188.00 |
| Drive Concrete Piles | 18 | only | 40.00 | 720.00 |
| Class "A" Concrete | 183 | cu. yds. | 60.00 | 10,980.00 |
| Metal Reinforcement | 54,700 | lbs. | 0.135 | 7,384.50 |
| | | | | $20,305.00 |

Type Code X021
Cox Creek (Frontage Road)Bridge (Sta. "AR" 95+57.521 to Sta. "AR" 96+02.479)
(Contract No. 5262)

| | | | | |
|---|---|---|---|---|
| Class "A" Concrete | 9 | cu. yds. | $ 300.00 | $ 2,700.00 |
| Metal Reinforcement | 3,800 | lbs. | 0.12 | 456.00 |
| Furnish Treated Timber Piling | 140 | lin. ft. | 2.00 | 280.00 |
| Drive Timber Piles | 4 | only | 100.00 | 400.00 |
| Treated Timber | 1.2 | M-FBM | 500.00 | 600.00 |
| | | | | $ 4,436.00 |

Type Code X221
S. Santiam Highway Undercrossing (Sta. 1107+99.84)(Contract No. 5262)

| | | | | |
|---|---|---|---|---|
| Structural Excavation | 1,800 | cu. yds. | $ 4.50 | $ 8,100.00 |
| Class "A" Concrete | 1,530 | cu. yds. | 68.00 | 104,040.00 |
| Metal Reinforcement | 354,000 | lbs. | 0.12 | 42,480.00 |
| Metal Rail | 635 | lin. ft. | 11.00 | 6,985.00 |
| 8-inch Metal Drain Pipe | 230 | lin. ft. | 4.00 | 920.00 |
| Furnish Steel Piling | 560 | lin. ft. | 5.00 | 2,800.00 |
| Drive Steel Piles | 14 | only | 50.00 | 700.00 |
| Concrete Slab Riprap | 750 | sq. yds. | 8.00 | 6,000.00 |
| | | | | $172,025.00 |

Albany Interchange Structures

Type Code X221
Structure "A", (Sta. LN 1053+92.45 to Sta. LN 1055+17.45)(Contract No. 5289)

| | | | | |
|---|---|---|---|---|
| Structural Excavation | 360 | cu. yds. | $ 6.00 | $ 2,160.00 |
| Furnish Steel Piling | 480 | lin. ft. | 4.50 | 2,160.00 |
| Drive Steel Piles | 12 | only | 50.00 | 600.00 |
| Class "A" Concrete | 257 | cu. yds. | 69.00 | 17,733.00 |
| Metal Reinforcement | 69,000 | bls. | 0.12 | 8,280.00 |
| Concrete Slab Riprap | 250 | sq. yds. | 8.00 | 2,000.00 |
| 8-inch Metal Drains | 55 | lin. ft. | 4.00 | 220.00 |
| | | | | $33,153.00 |

Type Code X221
Structure "B" (Sta. LN 1056+66.02 to Sta. 1058+78.02)(Contract No. 5289)

| | | | | |
|---|---|---|---|---|
| Structural Excavation | 290 | cu. yds. | $ 6.00 | $ 1,740.00 |

| | | | |
|---|---|---|---|
| Furnish Steel Piling | 450 lin. ft. | $ 4.50 | $ 2,025.00 |
| Drive Steel Piles | 15 only | 50.00 | 750.00 |
| Class "A" Concrete | 456 cu. yds. | 69.00 | 31,464.00 |
| Metal Reinforcement | 120,000 lbs. | 0.12 | 14,400.00 |
| Concrete Slab Riprap | 525 sq. yds. | 8.00 | 4,200.00 |
| 8-inch Metal Drain Pipe | 110 lin. ft. | 4.00 | 440.00 |
| | | | $ 55,019.00 |

Type Code X221
Structure "C" (Sta. LS 1054+37.69 to Sta. 1055+76.69)(Contract No. 5289)

| | | | |
|---|---|---|---|
| Structural Excavation | 260 cu. yds. | $ 6.00 | $ 1,560.00 |
| Furnish Steel Piling | 480 lin. ft. | 4.50 | 2,160.00 |
| Drive Steel Piles | 12 only | 50.00 | 600.00 |
| Class "A" Concrete | 271 cu. yds. | 69.00 | 18,699.00 |
| Metal Reinforcement | 79,000 lbs. | 0.12 | 9,480.00 |
| Concrete Slab Riprap | 310 sq. yds. | 8.00 | 2,480.00 |
| 8-inch Metal Drain Pipe | 55 lin. ft. | 4.00 | 220.00 |
| | | | $ 35,199.00 |

Type Code X221
Structure "D" (Sta. LS 1057+53.26 to Sta. 1059+47.26)(Contract No. 5289)

| | | | |
|---|---|---|---|
| Structural Excavation | 450 cu. yds. | $ 6.00 | $ 2,700.00 |
| Furnish Steel Piling | 605 lin. ft. | 4.50 | 2,722.50 |
| Drive Steel Piles | 15 only | 50.00 | 750.00 |
| Class "A" Concrete | 442 cu. yds. | 69.00 | 30,498.00 |
| Metal Reinforcement | 105,200 lbs. | 0.12 | 12,624.00 |
| Concrete Slab Riprap | 525 sq. yds. | 8.00 | 4,200.00 |
| 8-inch Metal Drain Pipe | 55 lin. ft. | 4.00 | 220.00 |
| | | | $53,714.50 |

Type Code X221
Structure "E" (Sta. B 18+05.50 to Sta. B 19+35.50)(Contract No. 5289)

| | | | |
|---|---|---|---|
| Structural Excavation | 240 cu. yds. | $ 6.00 | $ 1,440.00 |
| Furnish Steel Piling | 360 lin. ft. | 4.50 | 1,620.00 |
| Drive Steel Piles | 12 only | 50.00 | 600.00 |
| Class "A" Concrete | 260 cu. yds. | 69.00 | 17,940.00 |
| Metal Reinforcement | 77,300 lbs. | 0.12 | 9,276.00 |
| Concrete Slab Riprap | 380 sq. yds. | 8.00 | 3,040.00 |
| 8-inch Metal Drain Pipe | 55 lin. ft. | 4.00 | 220.00 |
| | | | $ 34,136.00 |

| | |
|---|---|
| (Using Alternate "B") Subtotal | $431,880.00 |
| 10% Engr. & Cont. | 43,188.00 |
| Total | $475,068.00 |

| | |
|---|---|
| Length of Roadway . . . . . . . . . . . . | 1.874 Miles |
| Length of 6 Structures . . . . . . . . | 0.077 Miles (South Bound Lane) |
| Total Length . . . . . . . . . . . . . | 1.951 Miles |
| Cost of Roadway Per Miles . . . . . . | $308,122.09 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $13,000.00 | $11,000.00 | $2,000.00 |
| Roadway | 577,420.80 | 533,400.00 | 44,020.80 |
| Structures* | 475,068.00 | 438,600.00 | 36,468.00 |
| | $1,065,488.80 | $ 983,000.00 | $82,488.80 |

*Using Alternate "B"

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

## SOUTH UNIT, S.P.R.R. OVERCROSSING - SANTIAM
## JUNCTION SECTION OF THE PACIFIC HIGHWAY

Project No. I-5-4(12)233

Old I-328(3)

Summary of work to be performed by Pacific Telephone and Telegraph Co.

| | | |
|---|---|---|
| Material | | $ 210.22 |
| Labor (by contract) | | 1,656.25 |
| Miscellaneous Expense | | 64.60 |
| | Subtotal | $1,931.07 |
| Deduction for Salvage | | -33.60 |
| | Total | $1,897.47 |
| | Use | $1,897.47 |

A

FORM E-128-X 57.5M 10-59

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED

I 328 31

5024

April 7, 1960

Roy L. Houck & Sons
1585 North 20th Street
Salem, Oregon

Gentlemen:

On the Salem By-Pass Section south of the Santiam Interchange, the median barrier is placed until the first curve to the south is reached. As there was a separation in grade at this point, it was not deemed necessary to carry the barrier all the way around the curve. However, we find that left-hand turns are being made from the southbound into the northbound lanes at the end of this barrier.

I have had our maintenance forces check carefully on this and it has been determined that the main violations have been by personnel from your shops in the Santiam Interchange area. I must insist that you give strict instructions to all of your personnel that this practice must cease immediately.

Very truly yours,

JDWalker

J. D. Walker
Division Engineer

JDW:AM
cc Mr. Forrest Cooper ✓
Mr. Tom Edwards
Mr. Leonard I. Lindas

RECEIVED
APR - 8 1960
OFFICE OF
STATE HIGHWAY ENGINEER

LAW OFFICES
**BOYRIE AND MILLER**
432 PITTOCK BLOCK
PORTLAND 5, OREGON

EDWARD A. BOYRIE
F. BROCK MILLER
WAYNE C. ANNALA

February 5, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon

Dear Sir:

Would you please inform us as to date of acceptance by the State of Oregon of Highway Contract No. 5024. I understand that the contract was completed on May 30, 1959.

We have filed a claim against this job, listing Roy L. Houck and Sons as prime contractor. However, I have been informed by the bonding company that the prime contractor is a joint venture of Roy L. Houck and Sons, a partnership, and Roy L. Houck and Sons, Inc. Therefore, if I have misfiled, and the six months has not expired, I should like to refile against the joint venture.

Very truly yours,

Wayne C. Annala
Wayne C. Annala

WCA:ms

#5024 - (Roy L. Houck & Sons)
Completed May 30, 1959
Accepted Nov. 5, 1959

NOTED
FLOYD QUERY

RECEIVED
FEB 8 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

WILLIAM K. SHEPHERD
ATTORNEY AT LAW
1125 FAILING BUILDING
PORTLAND 4, OREGON
CAPITOL 6-2688

January 4, 1960

State of Oregon
State Highway Department
Salem, Oregon

Gentlemen:

Concerning the State Highway Contract No. 5024 with Roy L. Houck and Sons for grading the South Unit Southern Pacific Railway overcrossing, Santiam Junction Section of the Pacific Highway in Linn County, Oregon, please advise the official date upon which the work under that contract was formally accepted by the State Highway Commission.

Yours very truly,

William K. Shepherd

WILLIAM K. SHEPHERD

WKS:ld

Completed May 30, 1959
Accepted Nov. 5, 1959

RECEIVED
JAN 6 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

FOR FILING
I 328(3)

# OREGON STATE HIGHWAY DEPARTMENT

(date)

December 22, 1959

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 5024<br>5024 | 18 Final | Roy L. Houck & Sons |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 30796 | 129602 | $19,273.47 | 12-22-59 |

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapeneske
ACCOUNTING DIVISION

---

Specified completion date: **170 workdays from September 9, 1957**

Time Extensions: **None of record**

Completion Date: **May 30, 1959**

Date Accepted: **November 5, 1959**

Penalties: **None of record**

Claims: **Several claims against this contract. No request from surety to withhold monies.**

Remarks:

---

Date: **December 22, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

NOTED ON CARD
c

Warrant Mailed: DEC 23 1959

RECEIVED
DEC - 2 1959
FOR FILING

J 321(3)

5024

December 1, 1959

American Casualty Company
Washington St. at Madison
Reading
Pa.

Gentlemen:

State Highway contract #5024 for grading the South Unit of the SPRR Overcrossing-Santiam Jct. Section of Pacific Highway in Linn County has been completed by the contractor, Roy L. Houck & Sons, on May 30, 1959, and was formally accepted by the Highway Commission on November 5, 1959.

Final payment in the amount of $19,273.47 will be released to the contractor on or after December 11, 1959. The total contract amount is $627,732.91, of which amount $2,689.48 represents force account items.

Claims have been filed against this contract of which you were previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: American Casualty Co.,
Waggins Insurance Agency
373 North Church St.,
Salem, Oregon

RECEIVED
OCT 20 1959

FOR FILING

I [illegible]

5024

A

October 19, 1959

Mr. William K. Shepherd
Attorney at Law
1125 Failing Building
Portland 4, Oregon

Dear Mr. Shepherd:

A few days ago Mr. Roy Houck called to my attention a letter dated June 19, 1959 which had been written by yourself to Carson and Carson, Attorneys at Law, in Salem concerning claims against Hannaman Company on Houck's Contract No. 5024. As I recall it, and June is some time ago, we discussed this matter in my office, or it may have been by phone.

So that there may be no misunderstanding concerning the policy that is followed by the Highway Department in the release of payments covering estimates on contracts, I should perhaps restate the matter. It was our practice until about three or four years ago to withhold semifinal and final payments until we were advised that all claims against the contract had been satisfactorily adjusted or paid. We then were advised by our Chief Counsel to not withhold payments on contracts because of claims unless requested to do so by the surety on the contractor's performance bond. It appears that a Supreme Court ruling concerning payment of interest on withheld funds instigated this action which we have followed to date.

It is understood, of course, that the performance bond provides protection for claimants for materials and labor furnished on the contract for a period of at least six months after the contract has been accepted by the Commission.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj

cc: Roy L. Houck Sons Company, Inc.
Attention: Roy L. Houck

FORM E-123-X 90M 6-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 2, 1959

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. George C. Stephens

File [illegible]

Dear Sir:

Attached is a claim for filing in the amount of $293.47 plus interest, received from Boyrie and Miller, attorneys in Portland, on behalf of Soule' Steel Company, Portland, for reinforcing steel furnished to J. W. Hannaman Co., Inc., a subcontractor with Roy L. Houck & Sons, prime contractor, Salem. This appears to be in connection with our Contract No. 5024 with Roy L. Houck & Sons for grading the South Unit, SPRR Overcrossing-Santiam Jct. Section of the Pacific Highway in Linn County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

3 photo copies enclosed.
Secretary of State
By File # 9668

FILED
OCT 5 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT - 5 1959
FOR FILING

| |
|---|
| I-321(3) |
| |
| 5024 |

A

October 2, 1959

American Casualty Co.
607 Washington St.
Reading, Pa.

Gentlemen:

A letter, dated October 1 with claim attached, has been received from Boyrie and Miller, attorneys in Portland, on behalf of Soule' Steel Company, Portland, advising that J. W. Hanneman Co., Inc., a subcontractor with Roy L. Houck & Sons, owe them for reinforcing steel in the amount of $293.47 plus interest . This appears to be in connection with State Highway Contract No. 5024 for grading the South Unit, SPRR Overcrossing-Santiam Junction Section of the Pacific Highway in Linn County, with Roy L. Houck & Sons, prime contractor.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of the claim.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Huggins Insurance Agency
373 N. Church Street
Salem, Oregon

Roy L. Houck & Sons
1985 N. 20th Street
Salem, Oregon

NOTED ON CARD
dc

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

LAW OFFICES
**BOYRIE AND MILLER**
432 PITTOCK BLOCK
PORTLAND 5, OREGON

EDWARD A. BOYRIE
F. BROCK MILLER
WAYNE C. ANNALA

October 1, 1959

Mr. Floyd Query
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

Enclosed you will find notice of claim hereby presented by Soule Steel Company, the contents of which are self-explanatory.

I understand that this claim is in connection with Oregon State Highway Contract No. 5024. I am hereby presenting this notice of claim to you in your capacity as Secretary of the Oregon State Highway Commission, and I am requesting that you file same so that it may be a public record open for inspection in accordance with the statutes of the State of Oregon.

In your letter to me of September 10, 1959 under Mr. C. W. Head's signature, you stated that the principal contractor was Roy L. Houck & Sons and that the surety on the bond was American Casualty Co. of Reading, Pennsylvania. Would you be kind enough to compare this notice of claim with the bond and inform me whether or not Houck & Sons appears thereon as principal and if this claim does not properly describe the parties on the bond, I will refile a proper one. As I do not have a copy of the bond, I assume that Houck & Sons appears as principal and that the American Casualty Co. appears as surety.

Very truly yours,

Wayne C. Annala

Wayne C. Annala

WCA:ms

Enclosures

Cec,
please prepare reply
FQ

## NOTICE OF CLAIM AGAINST BOND

9-29-59

TO: THE STATE OF OREGON
OREGON STATE HIGHWAY COMMISSION
SALEM, OREGON

Notice is hereby given that the undersigned, Soule Steel Company, a California corporation, has a claim for construction materials described as:

| Mesh | Amount |
|---|---|
| 6 x 6 10/10 | |
| (6 Rolls 84" x 200') | |
| (1 Roll 84" x 86') | $293.47 |

also known as reinforcing steel, furnished by Soule Steel Company to J. W. Hannaman Co., Inc., an Oregon corporation, the said J. W. Hannaman Co., Inc. being a subcontractor with Roy L. Houck & Sons, the general contractor, in the sum of $293.47 with interest thereon at the rate of six per cent per annum from the first day of March, 1958 until paid, against the bond taken from The American Casualty Co. of Reading, Pennsylvania through Huggins Insurance Agency, 373 North Church Street, Salem, Oregon, as surety, and Roy L. Houck & Sons as principal, for the work of grading the South Unit, SPRR Over-crossing-Santiam Junction Section of the Pacific Highway in Linn County, Oregon, which work is the subject of contract #5024 between the Oregon State Highway Commission and Roy L. Houck & Sons, said job commonly referred to as the Albany Airport job.

SOULE STEEL COMPANY

By C R Reisner
C. R. Reisner
District Credit Manager

STATE OF OREGON )
) ss.
County of Multnomah )

On this 29th day of September, 1959, before me appeared C. R. Reisner, to me personally known, who, being duly sworn, did say that he, the said C. R. Reisner, is the District Credit Manager of Soule Steel Company, the within corporation, and that the matters contained in the above mentioned notice of claim are true, and that said instrument was signed on behalf of said corporation, and said C. R. Reisner acknowledged said instrument to be the free act and deed of said corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal the date last above written.

Wayne C. Annala
Notary Public for Oregon
My commission expires: 9/15/62

RECEIVED
SEP 15 1959
FOR FILING

J [illegible]

5024

September 10, 1959

Boyrie and Miller, Attorneys
432 Pittock Block
Portland 5, Oregon

Attention: Mr. Wayne C. Annala

Gentlemen:

This will acknowledge receipt of your letter of September 8 informing us that you are representing the Soulé Steel Company in the matter of a small unpaid bill incurred by J. W. Hannaman Company, Portland. You state that Hannaman performed labor at the Albany Airport sometime during the year 1958. From this information this appears to be in connection with our State Highway Contract No. 5024 with Roy L. Houck & Sons for grading the South Unit, SPRR Overcrossing-Santiam Junction Section of the Pacific Highway in Linn County.

This contract was completed May 30, 1959, but has not yet been accepted by the Highway Commission. The American Casualty Co. of Reading, Pa., through Huggins Insurance Agency, 373 North Church St., Salem, furnished the performance bond, which bond is given to assure completion of the contract and payment of all bills incurred in it.

If your client wishes to protect the claim for a period longer than six months following acceptance of the contract by the Highway Commission, the claim should be filed with the Secretary of State. You are, no doubt, familiar with the procedure of filing claims. However, for your ready reference we are attaching excerpts from the Oregon Laws outlining the filing procedure. In the interim, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

Enc.
CWH:fp

NOTED ON CARD
dc

LAW OFFICES
**BOYRIE AND MILLER**
432 PITTOCK BLOCK
PORTLAND 5, OREGON

EDWARD A. BOYRIE
F. BROCK MILLER
WAYNE C. ANNALA

September 8, 1959

State Highway Commission
Salem
Oregon

Attention: Mr. Floyd Query

Dear Sir:

I represent Soule Steel Company in the matter of a small unpaid bill incurred by J. W. Hannaman Company, Portland, Oregon.

I am informed that J. W. Hannaman Company performed labor at the Albany Airport some time during the year 1958, and I am further informed that the general contractor on this job was Roy L Houck & Sons of Salem, Oregon. This contract was with the Oregon State Highway Department, and I would very much appreciate your advice as to the date of completion and/or acceptance by the Commission for the purpose of determining whether or not some remedy may be available on the bond.

Thanking you in advance, I am

Very truly yours,

Wayne C. Annala
Wayne C. Annala

WCA:ms

RECEIVED
SEP 9 1959
STATE HIGH[illegible]

19

RECEIVED
SEP 15 1959
FOR FILING

[illegible]

5024

September 10, 1959

American Casualty Co.
607 Washington St.
Reading, Pa.

Gentlemen:

A letter, dated September 8, has been received from Boyrie and Miller, attorneys, Portland, on behalf of Soule Steel Company, advising that J. W. Hanneman Company, Portland, owes them a small bill (amount not given). This appears to be in connection with our Contract No. 5024 with Roy L. Houck & Sons for grading the South Unit, SPRR Over-crossing-Santiam Junction Section of the Pacific Highway in Linn County.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CC:
Huggins Insurance Agency
373 N. Church St.
Salem, Oregon

Roy L. Houck & Sons
1585 N. 28th St.
Salem, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD
tc

CWH:fp

FORM E-123-X 1CM

RECEIVED
JUL

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
Glenn L. Jackson
~~ROBERT S. CHESSMAN~~, MEMBER
Medford
~~ASTORIA~~
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-328(3)

5024

July 28, 1959

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Attached is a copy of a permit we propose to issue to the Northwest Natural Gas Company to cover the installation and use of a two (2) inch gas line along the "AR" Frontage Road between the North Albany Interchange and the Santiam Interchange on the Pacific Interstate Highway, Project No. I-328(3).

This is a new utility installation, to be financed entirely by the Company.

We believe the terms and conditions of this permit are in accordance with the policies governing utility installations on Interstate Highways and, therefore, recommend your approval.

Very truly yours,

R. B. Sipprell
Director of Permits

By

Original signed by R. P. Hamilton

R. P. Hamilton
Utilities Permit Engineer

RPH:dw
Encl.

cc: P. M. Stephenson
Gerald Wimer
Howard C. Johnson

cc: Northwest Natural Gas Company
Public Service Building
Portland 4, Oregon

NOTED
P. M. STEPHENSON

RECEIVED
JUN 17 1959
FOR FILING

I 328 (3)

5024

June 16, 1959

American Casualty Co. of Reading, Pa.
607 Washington St.
Reading, Pa.

Gentlemen:

Attached is a copy of a claim in the amount of $1,740.00 which has been filed with the Secretary of State by the City of Albany against J. W. Hanneman Company, subcontractor for Roy L. Houck & Sons, arising out of the relocation of certain buildings located on the Albany Airport property. This appears to be our Contract No. 5024 for grading the South Unit, S.P.R.R. Overcrossing-Santiam Jct. Section of the Pacific Highway in Linn County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Huggins Insurance Agency
373 N. Church St.
Salem, Oregon

NOTED ON CARD
dc

Roy L. Houck & Sons
1585 N. 20th St.
Salem, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

# NOTICE OF CLAIM

TO THE OREGON STATE HIGHWAY COMMISSION
[illegible] Salem, Oregon

[illegible] that the City of Albany, a municipal [illegible] out of the relocation of [illegible] pursuant to an [illegible] Company, a subcontractor for R. L. [illegible] and Sons, the [illegible] sum of $[illegible].00 which is to be paid [illegible] between the City of Albany and J. W. [illegible] Company. This claim is against the bond [illegible] American [illegible] Company of Reading, Pennsylvania, as surety and R. L. [illegible] and Sons, a co-partnership, as principal, and prime contractor for the work [illegible] the contract for construction of [illegible] Junction section of Highway 99E [illegible], State Highway Contract number [illegible]24.

CITY OF ALBANY, OREGON,

By
Mayor

William D. [illegible]
City Manager

FILED
JUN 1 [illegible]
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JUN 1 [illegible]
HOWELL APPLING, JR.
SECRETARY OF STATE

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

June 11, 1959

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Merle A. Long, City Attorney, Suite 200, Citizens Bank of Albany, Building, Albany, Oregon, and filed as of this date, a notice of claim by the city of Albany and J. W. Hannaman Company, a sub-contractor for R. L. Houck and Sons arising out of the relocationof certain buildings located on the Albany Airport property in the sum of $1,740.00 against the bond taken from the American Casualty Company of Reading, Pennsylvania, surety and R. L. Houck and Sons, principal for the work provided for in the contract for construction of the South unit of the S.P.R.R.--Santiam Junction section of Highway 99E Freeway. State Highway Contract No. 5024.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo C Stephens
Public Records Section

GS:FK
Ecn.

NOTED
FLOYD QUERY

RECEIVED
[illegible] 12 1959
STATE HIGHWAY [illegible]

Form E-1-

I-328 (3)
5024

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section South Unit, S.P. Overcrossing - Santiam Junction
Highway Pacific County Linn
Contractor Roy L. Houck & Sons
Date of contract August 30, 1957
Date work started September 3, 1957
Project authorization $765,100.69
Exclusive of engineering $710,693.53

For Week Ending May 30, 1959
Kind of work Grading
Section prefix 22-1065
Contract number 5024
Specified work days 170
Work days used 151
Per cent of time elapsed 89 %

Estimated cost of completed project, exclusive of engineering $650,000.00
Estimated per cent overrun or underrun 8.0 %
Per cent of contract completed, based on total contract price 100 99 %
Engineering authorization $54,407.16
Engineering cost to date $53,231.42, 98 %
Date project was completed May 30, 1959

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor placed 107 tons of asphaltic concrete on the airport apron to bring the oil mat into acceptable condition. This work was completed on May 30. The project is now complete as far as actual work is concerned, however some payrolls and forms remain to be submitted.

RECEIVED
JUN -1 1959
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

CONSTRUCTION DIVISION
RECEIVED
JUN 2 1959
NOTED-- CE ACE COE

Noted
M. N. Juve

NOTED
JOHN R. OAKES

Signed L C King Resident Engineer
Address 1101 North Pacific Highway, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 1.95 |  |  |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed | 1.95 |  |  |  |  |
| Total estimated quantities (contract) | 660,600 | 47,500 |  |  | 3700 T |
| Total quantities corrected to date | 595,000 | 37,000 |  |  | 5321 |
| Estimated quantities moved or placed to date | 595,000 | 37,000 |  |  | 5321 |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors ............, Bulldozers ............, Compaction rollers ............, . . . . . ............, . . . . . ............, . . . . . ............

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday |  |  |  |
| Monday | Shwrs |  |  |
| Tuesday | Cloudy |  |  |
| Wednesday | Shwrs |  |  |
| Thursday | Ptly Cldy |  |  |
| Friday | Clear |  |  |
| Saturday | Clear |  |  |

RECEIVED
MAY 18 1959
FOR FILING
[illegible]
5024

May 15, 1959

Mr. William K. Shepherd
Attorney at Law
1125 Failing Building
Portland 4, Oregon

Dear Sir:

We have your letter of May 11 regarding State Highway Contract No. 5024 with Roy L. Huck & Sons for grading the South Unit, S.P.R.R. Overcrossing-Santiam Junction Section of the Pacific Highway in Linn County. As requested, we are listing below the claims which have been filed in this office against the J. W. Hannaman Co., Inc., subcontractor on this project:

1. Letter received December 1, 1958 from the City of Albany - amount $1,740.00

2. Letters dated December 19 and 20, 1958 from Willis, Kyle & Emmons for the following:

   a. Beaton Sand & Gravel Co., Albany - $255.00 and interest at 6 percent from 2-28-58.

   b. Albany Sand and Gravel Company, Albany - $2,741.09 and interest from 2-28-58.

   c. Linnco Electric, Albany - $206.15 and interest from 3-31-58.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

WILLIAM K. SHEPHERD
ATTORNEY AT LAW
1125 FAILING BUILDING
PORTLAND 4, OREGON
CAPITOL 6-2688

May 11, 1959

Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon

Dear Sir:

Your State Highway Contract No. 5024 with Roy L. Houck & Sons pertains to grading the south unit, Southern Pacific Railroad overcrossing - Santiam Junction section of the Pacific Highway in Linn County, Oregon. I am concerned with a subcontract from Houck to J. W. Hannaman Co., Inc. on that job, which I believe pertains to re-establishing Albany Airport and Gun Club facilities, Bid Item No. 4.

The purpose of this letter is to inquire as to what claims, if any, may have been filed with you against the J. W. Hannaman Co., Inc.,or any part which it had in this Houck contract, by anyone, whether for labor, materials or otherwise.

I would like to be advised of the name and address of any claimant, the amount of the claim, and the date of each filing. If it is not inconvenient, I would greatly appreciate a full copy of each claim which may have been filed, together, of course, with the date that it was filed in your office. Please bill me for any expense and I will remit.

Yours very truly,

William K. Shepherd
WILLIAM K. SHEPHERD

WKS/elj

Jc.
please answer
TG

NOTED
C W HEAD

RECEIVED
JAN 16 1959
FOR FILING

| |
|---|
| I [illegible] |
| |
| 5024 |

E 41 A
File

Jan. 14, 1959

American Casualty Co. of Reading, Pa.
607 Washington St.
Reading, Pa.

Gentlemen:

Attached are copies of claims which have been filed with the Secretary of State for labor and materials furnished to Roy L. Houck & Sons on our Contract No. 5024, for grading the South Unit, S.P.R.R. Overcrossing-Santiam Junction Section of the Pacific Highway in Linn County, as follows:

Benton Sand and Gravel Co., in the sum of $255.00 and interest at 6% from Feb. 28, 1958, for material furnished to J. W. Hanneman Company.

Albany Sand & Gravel Co., in the sum of $2,741.09 and interest from Feb. 28, 1958, at 6% for redimix concrete furnished to J. W. Hanneman Company.

Linnco Electric, in the sum of $206.15, and interest at 6% from Mar. 31, 1958, for labor and materials furnished to J. W. Hanneman Company.

This information is provided as your company appears as surety on the performance bond furnished for this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:sm
Attach.

cc: Huggins Insurance Agency
373 N. Church St.
Salem, Oregon

Roy L. Houck & Sons
1585 N. 20th St.
Salem, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD
OM

[illegible]

[illegible] undersigned JAMES V.
[illegible] SAND AND GRAVEL CO.
[illegible] yards of pea gravel
[illegible] or a total of $255.00
with interest on this [illegible] February 28, 1958, at 6% per
annum until paid. [illegible] materials were furnished to J. W.
Hannaman Co., a [illegible]. This claim is against the
bond taken from the [illegible] Casualty Company of Reading,
Pa., as surety and [illegible] Houck and Sons, a co-partnership,
as principal and prime contractor for the work provided for
in the contract for the construction of the south unit of
the S.P.R.R. - Santiam [illegible] section of the Highway 99E
Freeway, State Highway Contract No. 5024.

James V. Beaton

[illegible] A. Beaton

dba Beaton Sand and Gravel Co.

File # 3626

FILED
JAN 22 [illegible]
MARK O. HATFIELD
SECRETARY OF STATE

RECEIVED
[illegible]

[illegible] NOTICE OF CLAIM

TO THE OREGON STATE HIGHWAY COMMISSION:

Notice is hereby given that the undersigned ALBANY SAND AND GRAVEL COMPANY, of Albany, Oregon, has a claim for ready-mix concrete furnished by it to the J. W. Hanneman Co., a sub-contractor, to the agreed amount of $2741.09, with interest on this sum from February 28, 1958, at 6% per annum until paid. This claim is against the bond taken from the American Casualty Company of Reading, Pa., as surety and R. L. Houck and Sons, a co-partnership, as principal and prime contractor for the work provided for in the contract for the construction of the south unit of the S. P. R. R. - Santiam Junction section of the highway 99E freeway, State Highway Contract No. 5024.

ALBANY SAND AND GRAVEL CO.

By

Secretary-Treasurer

File # 3624

FILED
JAN 8 - 1959
MARK O. HATFIELD
SECRETARY OF STATE

[illegible]

[illegible]:

[illegible] that the undersigned W. H. [illegible] and [illegible], [illegible] of Albany, Oregon, [illegible] materials furnished by them to the [illegible] subcontractor, in the amount of $306.33, as the unpaid balance due and owing for labor and materials furnished by them as per the work orders and invoices hereto attached and made a part of this notice, with interest on this unpaid balance at 6% per annum until paid from March 31, 1953. This claim is against the bond taken from the American Casualty Company of Reading, Pa., as surety and [illegible] and Sons, a co-partnership, as principal and prime contractor for the work provided for in the contract for the construction of the south unit of the S. P. R. R. - Santiam Junction section of the highway 99E freeway, State Highway Contract No. 5034.

The Albany Electric

FILED
[illegible]

RECEIVED
JAN 16 1959
FOR FILING

I 338(2)

5024

file

Jan. 14, 1959

Secretary of State
Salem, Oregon

Attention: Geo. C. Stephens
Public Records Section

Dear Sir:

This will acknowledge your letters of Jan. 8 and 12, 1959, with attached copies of claims pertaining to State Highway Contract No. 5024, principal contractor Roy L. Houck & Sons, as follows:

Beaton Sand and Gravel Co., in the sum of $255.00 and interest at 6% from Feb. 28, 1958, for material furnished to J. W. Hannaman Company. Your file No. 3626.

Albany Sand & Gravel Co., in the sum of $2,741.09 and interest from Feb. 28, 1958, at 6% for redimix concrete furnished to J. W. Hannaman Company. Your file No. 3624.

Linnco Electric, in the sum of $206.15, and interest at 6% from Mar. 31, 1958, for labor and materials, furnished to J. W. Hannaman Company, your file No. 3625.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:em

NOTED ON CARD

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

MARK O. HATFIELD
SECRETARY OF STATE

January 12, 1959

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Messrs. Willis, Kyle & Emmons, Law Offices, First National Bank Building, Albany, Oregon, and filed as of this date, a notice of claim by James V. Beaton and Rosalie A. Beaton, dba Beaton Sand and Gravel Co., Albany, Oregon, for 170 yards of pea gravel in the sum of $255.00 with interest on this sum from February 28, 1958 at 6% per annum until paid, against the bond taken from R. L. Houck and Sons, principal and prime contractor, and American Casualty Company, Reading, Pa., surety for the work provided for in the contract for the construction of the south unit of the S.P.R.R.-Santiam Junction section of the highway 99E Freeway. State Highway Contract No. 5024.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Sincerely,

MARK O. HATFIELD
Secretary of State
By Geo C Stephens
Public Records Section

Cle
Please prepare
usual letter
FQ

GS:FK
Enc.

RECEIVED
JAN 13 1959
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

MARK O. HATFIELD
SECRETARY OF STATE

January 8, 1959

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Messrs. Willis, Kyle & Emmons, Law Offices, First National Bank Building, Albany, Oregon, and filed as of this date, a notice of claim by W. D. Coburn and Bill E. Coburn, dba Linnco Electric Albany, Oregon for labor and materials furnished by them to the J. W. Hannaman Co., a sub-contractor, in the amount of $206.15 for labor and materials furnished by them as per a part of this notice, with interest on this unpaid balance at 6% per annum until paid from March 31, 1958.

This claim is against the bond taken from R. L. Houck & Sons, principa and American Casualty Company, of Reading, Pa., the work provided for in the contract for the construction of the south unit of the S.P.R.R.-Santiam Junction section of the highway 99E freeway. State Highway Contract No. 5024.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Sincerely,

MARK O. HATFIELD
Secretary of State
Geo O Stephens
By
Public Records Section

GS:FK
Enc.

RECEIVED
JAN 13 1959
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD 7.6
cm

**WILLIS, KYLE & EMMONS**

MILLARD P. WILLIS
SAM KYLE
C. S. (PAT) EMMONS

LAW OFFICES
FIRST NATIONAL BANK BUILDING
WAbash 8-3329

ALBANY, OREGON

Jan. 7, 1959

Hon. Mark Hatfield
Secretary of State
Salem, Oregon.

Dear Sir:

Pursuant to the provisions of Sec. 279.528 ORS, we are herewith enclosing notice of claim against the performance bond furnished by Roy L. Houck & Sons for construction of a unit of the new highway 99E freeway. This is filed on behalf of Linnco Electric.

We will appreciate it very much if you will acknowledge the filing of this notice.

Very truly yours,

WILLIS, KYLE & EMMONS

By:

C
O
P
Y

CSE:ht
Enc.
c.c. State Highway Dept.

RECEIVED
[illegible]
STATE [illegible]

RECEIVED
DEC 21 1958
FOR FILING

T-328(3)

[illegible]

Dec. 22, 1958

Willis, Kyle & Emmons
First National Bank Bldg.
Albany, Oregon

Gentlemen:

This will acknowledge your letters and claims of Dec. 19 and 20, 1958, informing us that J. W. Hannaman Company is a subcontractor for Roy L. Houck & Sons in connection with our Contract No. 5024, for grading the South Unit, S.P.R.R. Overcrossing-Santiam Junction Section in Linn County. The claims listed as follows:

> Beaton Sand and Gravel Co., in the sum of $255.00 and interest at 6% from Feb. 28, 1958, for material furnished to J. W. Hannaman Company.
>
> Albany Sand & Gravel Company, in the sum of $2,741.09 and interest from Feb. 28, 1958, at 6% for redimix concrete furnished to J. W. Hannaman Company.
>
> Linnco Electric, in the sum of $206.15, and interest at 6% from Mar. 31, 1958, for labor and materials furnished to J. W. Hannaman Company.

American Casualty Company of Reading, Pa., through Huggins Insurance Agency, 373 N. Church Street, Salem, furnished the performance bond for this contract, which bond is given to assure completion of the contract and payment of all bills incurred. Our Construction Division informs us that this contract is 99% complete.

Should you desire to protect your claims for a period longer than six months following acceptance of the contract by the State Highway Commission, you should file the claims with the Secretary of State. Attached are excerpts from the Oregon laws outlining the procedure.

Your claims will be noted in our records and we will promptly advise the surety and the contractor, Roy L. Houck & Sons, that they have been received.

Very truly yours,

NOTED ON CARD
CM

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:em

**WILLIS, KYLE & EMMONS**

MILLARD P. WILLIS
SAM KYLE
C. S. (PAT) EMMONS

LAW OFFICES
FIRST NATIONAL BANK BUILDING
WABASH 6-3329

ALBANY, OREGON

Dec. 20, 1958

Oregon State Highway Commission
Highway Building
Salem, Oregon.

Gentlemen:

Enclosed please find notice of claim on the bond given for performance of your contract No. 5024, R. L. Houck & Sons, contractors.

This claim is on behalf of Beaton Sand and Gravel Co. (James V. Beaton and Rosalie A. Beaton) in the sum $255.00 and interest at 6% from February 28, 1958, for material furnished to J. W. Hannaman Co., a subcontractor.

Very truly yours,

WILLIS, KYLE & EMMONS

By

CSE:ht
Enc.

RECEIVED
[illegible] 1958
[illegible]
[illegible]

# NOTICE OF CLAIM

TO THE OREGON STATE HIGHWAY COMMISSION:

Notice is hereby given that the undersigned JAMES V. BEATON and ROSALIE A. BEATON, dba BEATON SAND AND GRAVEL Co. of Albany, Oregon, have a claim for 170 yards of pea gravel at the agreed price of $1.50 per yard or a total of $255.00 with interest on this sum from February 28, 1958, at 6% per annum until paid, which materials were furnished to J. W. Hannaman Co., a subcontractor. This claim is against the bond taken from the American Casualty Company of Reading, Pa., as surety and R. L. Houck and Sons, a co-partnership, as principal and prime contractor for the work provided for in the contract for the construction of the south unit of the S. P. R. R. - Santiam Junction section of the highway 99E freeway, State Highway Contract No. 5024.

James V. Beaton
Rosalie A. Beaton
dba Beaton Sand and Gravel
Co.

**WILLIS, KYLE & EMMONS**

MILLARD F. WILLIS
SAM KYLE
C. S. (PAT) EMMONS

LAW OFFICES
FIRST NATIONAL BANK BUILDING
WABASH 8-3329

ALBANY, OREGON

Dec. 19, 1958

State Highway Commission
Highway Building
Salem, Oregon.

Gentlemen:

Enclosed please find notice of claim on the bond given for performance of your contract 5024, R. L. Houck & Sons, contractors.

This claim is on behalf of the Albany Sand & Gravel Co. in the sum of $2741.09 and interest from Feb. 28, 1958 at 6% for redimix concrete furnished to J. W. Hannaman Co., a subcontractor.

Very truly yours,

WILLIS, KYLE & EMMONS

By: C S Emmons

CSE:ht
Enc.

RECEIVED
[illegible] 1958
[illegible]

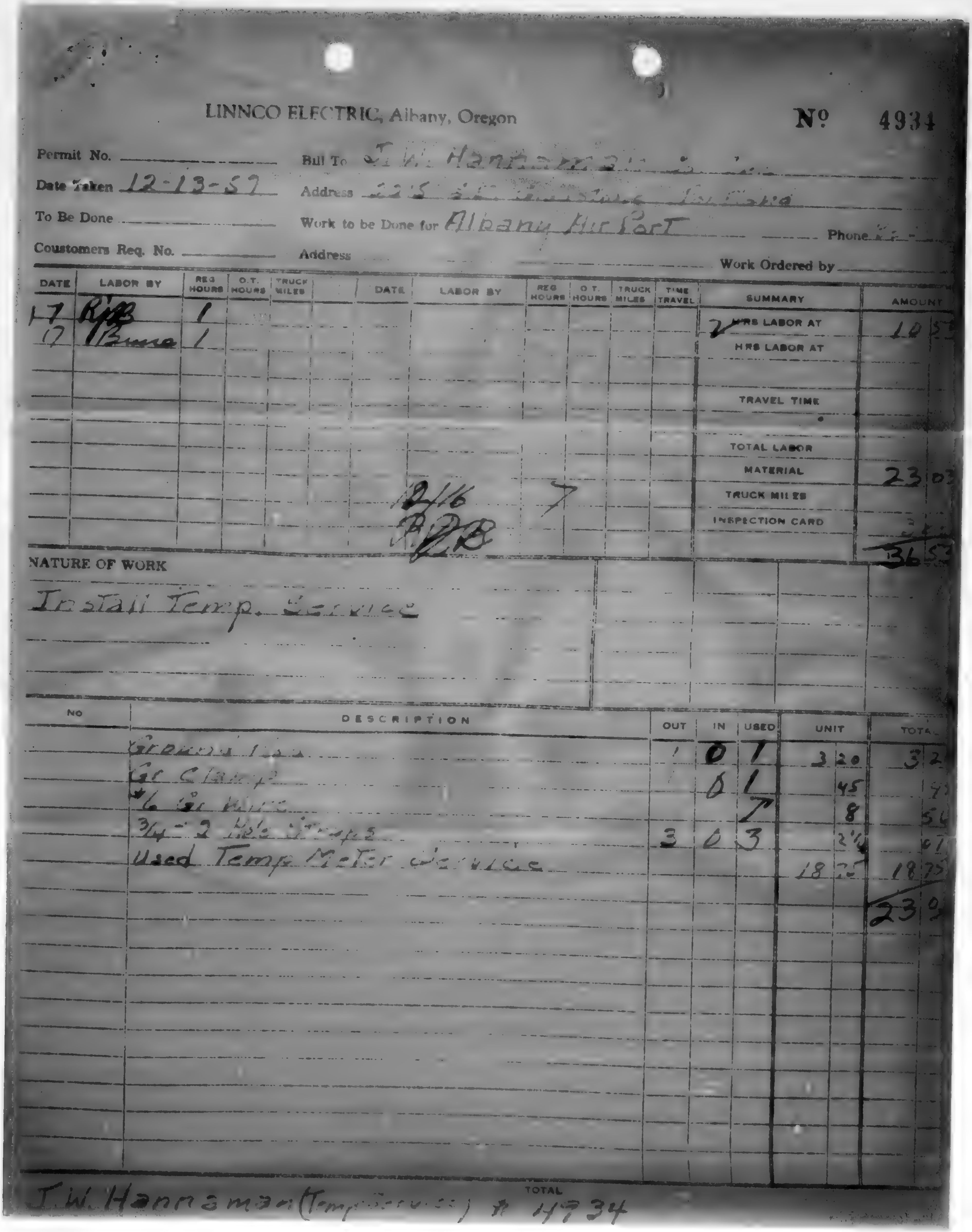
# NOTICE OF CLAIM

TO THE OREGON STATE HIGHWAY COMMISSION:

Notice is hereby given that the undersigned ALBANY SAND AND GRAVEL COMPANY, of Albany, Oregon, has a claim for redi-mix concrete furnished by it to the J. W. Hannaman Co., a sub-contractor, to the agreed amount of $2741.09, with interest on this sum from February 28, 1958, at 6% per annum until paid. This claim is against the bond taken from the American Casualty Company of Reading, Pa., as surety and R. L. Houck and Sons, a co-partnership, as principal and prime contractor for the work provided for in the contract for the construction of the south unit of the S. P. R. R. - Santiam Junction section of the highway 99E freeway, State Highway Contract No. 5024.

ALBANY SAND AND GRAVEL CO.

By Carl H [illegible]
Secretary-Treasurer - Manager



LINNCO ELECTRIC, Albany, Oregon

№ 4934

Permit No.

Bill To J. W. Hannaman

Date Taken 12-13-57

Address [illegible]

To Be Done

Work to be Done for Albany Air Port

Phone

Coustomers Req. No.

Address

Work Ordered by

| DATE | LABOR BY | REG HOURS | O.T. HOURS | TRUCK MILES | | DATE | LABOR BY | REG HOURS | O.T. HOURS | TRUCK MILES | TIME TRAVEL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 17 | RJB | 1 | | | | | | | | | |
| 17 | Bruce | 1 | | | | | | | | | |
| | | | | | | 12/16<br>RJB | | 7 | | | |

| SUMMARY | AMOUNT |
|---|---|
| 2 HRS LABOR AT | 10 5 |
| HRS LABOR AT | |
| TRAVEL TIME | |
| TOTAL LABOR | |
| MATERIAL | 23 03 |
| TRUCK MILES | |
| INSPECTION CARD | 3 |
| | 36 5 |

NATURE OF WORK

Install Temp. Service

| NO | DESCRIPTION | OUT | IN | USED | UNIT | TOTAL |
|---|---|---|---|---|---|---|
| | Ground Rod | 1 | 0 | 1 | 3 20 | 3 2 |
| | Gr Clamp | 1 | 0 | 1 | 45 | 4 |
| | #6 Gr Wire | | | 7 | 8 | 56 |
| | 3/4 - 2 Hole Straps | 3 | 0 | 3 | 2¼ | 07 |
| | Used Temp Meter Service | | | | 18 75 | 18 75 |
| | | | | | | 23 0 |

TOTAL

J. W. Hannaman (Temp Service) # 4934

**LINNCO ELECTRIC, Albany, Oregon** No. 4936-A

Permit No.
Bill To J.L. Hannaman WD
Date Taken
Address
To Be Done Feb.
Work to be Done for
Phone
Customers Req. No.
Address
Work Ordered by

| DATE | LABOR BY | REG. HOURS | O.T. HOURS | TRUCK MILES | TRAVEL TIME | DATE | LABOR BY | REG. HOURS | O.T. HOURS | TRUCK MILES | TRAVEL TIME |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2-3 | RJB | 4 | | | | | | | | | |
| 2-10 | RJB | 2 | | | | | | | | | |
| | | | | | | | 2-10 | | | 8 | |
| | | | | | | | [illegible] | | | | |

| SUMMARY | AMOUNT |
|---|---|
| 6 HRS LABOR AT 5.75 | 34.50 |
| HRS LABOR AT | |
| TRAVEL TIME | |
| TOTAL LABOR | |
| MATERIAL | 139.64 |
| TRUCK MILES | |
| INSPECTION CARD | |
| | 174.14 |
| | 17.41 |
| | 156.73 |

**NATURE OF WORK**

Dig Trench and Run
for gas pumps

Less 10% on Total
Disc. shown by
Sales slip.

| No. | DESCRIPTION | OUT | IN | USED | PRICE | PER | | TOTAL |
|---|---|---|---|---|---|---|---|---|
| | 3/4" Conduit | 50 | | | 46 | | | 23 [illegible] |
| | 3/4" E. Ell | 1 | 0 | 1 | 86 | | | [illegible] |
| | 3/4 Seal off | 1 | 1 | 0 | | | | |
| | 3/4" Fiber Bushing | 2 | 0 | 2 | 6 | | | [illegible] |
| | 3/4 L Nut | 1 | 0 | 1 | 4½ | | | [illegible] |
| | 3/4" Bushing | 1 | 0 | 1 | 6½ | | | [illegible] |
| | 1/2" Offset Nipple & L Nuts | 2 | 0 | 2 | 40 | | | [illegible] |
| | 2½" H Box | 1 | 0 | 1 | 36 | | | 36 |
| 8802 | 2 Pole Switch ([illegible]) | 1 | 0 | 1 | 1.37 | | | 1.3[illegible] |
| | H. Box Jw Plate | 1 | 0 | 1 | 14 | | | 14 |
| | #12 USE Wire (M) | | | 64 | 7¼ | | | 4.6[illegible] |
| | 3/4 - 2 Hole Straps | 6 | 1 | 2 | 2½ | | | [illegible] |
| | Scotch Splicing Material | | | | | | | |
| | Double Pressure Connector | 1 | 0 | 1 | | 1.93 | | 1.[illegible] |
| | 1/2" UNF - Unions | 2 | 1 | 1 | 1.24 | | | 1.2[illegible] |
| | 3/4 " | 1 | 1 | 0 | 1.79 | | | |

TOTAL

| No. | DESCRIPTION | OUT | IN | USED | PRICE | PER | DIS | TOTAL |
|---|---|---|---|---|---|---|---|---|
|  | FORWARD |  |  |  |  |  |  |  |
| — | Ditching | [illegible] |  |  | 20 |  |  | 60 00 |
|  | 3/4 x 6 Nip | 1 | 0 | 1 | 36 |  |  | 36 |
|  | 1/2 x 3/4 Red Bush | 4 |  | 4 | 13 |  |  | 52 |
|  | 1" x 1/2 ″ | 2 |  | 2 | 20 |  |  | 40 |
|  | 1 x 3/4 | 2 |  | 2 | 20 |  |  | 40 |
|  | 1/2" Seal off | 2 | 2 | 0 | — |  |  | — |
|  | 3/4 x 6 Nipple | 1 | 1 | 0 | — |  |  | — |
|  | 3/4 x 3 1/2 ″ | 1 | 0 | [illegible] | 24 |  |  | 24 |
|  | 1/2 x 5 ″ | 2 | 2 | 0 | — |  |  | — |
|  | 1/2 x 3 ″ | 2 | 2 | 0 | — |  |  | — |
|  | 1/2 x 2 1/2 ″ | 2 | 2 | 0 | — |  |  | — |
|  | 1/2 x 2 | 2 | 2 | 0 | — |  |  | — |
|  | 1/2 Close ″ | 2 | 2 | 0 | — |  |  | — |
|  |  |  |  |  |  |  |  | 139 64 |

Hanaman

**LINNCO ELECTRIC, Albany, Oregon**

**Nº 4936**

WDO

Permit No.
Bill To J.W. Hannaman
Date Taken 12-13-57
Address
To Be Done
Work to be Done for Albany Air Port
Phone
Coustomers Req. No.
Address
Work Ordered by

| DATE | LABOR BY | REG HOURS | O.T. HOURS | TRUCK MILES | | DATE | LABOR BY | REG. HOURS | O.T. HOURS | TRUCK MILES | TIME TRAVEL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 | RJB | 3½ | | | | 2-7 | RJB | 2¼ | | | |
| | Bruce | 3½ | | | | 2 10 | Le | 7 | | | |
| 23 | RJB | 2 | | | | 2-10 | RJB | 5¼ | | | |
| 27 | Le | 4½ | | | | 2-11 | RJB | 8 | | | |
| 1-30 | Allen | 4 | | | | 11 | Bruce | 3½ | | | |
| 2-3 | RJB | 2½ | | | | 12 | Bryant | 3½ | | | |
| 2-4 | RJB | 3¾ | | | | 14 | " | 2½ | | | |
| 2-4 | Bruce | 8 | | | | | BEC | 4 | | | |
| 2-6 | RJB | 8 | | | | | | | | | |
| 2-7 | Le | 2½ | | | | 3-14 | | | 8 | | |

| SUMMARY | AMOUNT | |
|---|---|---|
| [illegible] HRS LABOR AT 5.75 | 363 | 69 |
| 14¾ HRS LABOR AT 3.75 | 55 | 31 |
| | | |
| TRAVEL TIME | | |
| | | |
| TOTAL LABOR | 419 | 00 |
| MATERIAL | 273 | 34 |
| TRUCK MILES | | |
| INSPECTION CARD | 5 | 50 |

**NATURE OF WORK**

Bryant

All necessary work To move Air Port Bldg

| | | | |
|---|---|---|---|
| Labor | 41900 | | 377.10 |
| Mtrl | 27334 | 692.34 | 245.99 |
| Less 10% | | 69.23 | 623.11 |
| Insp | | | 5.50 |
| Net Billing | | | 628.61 |

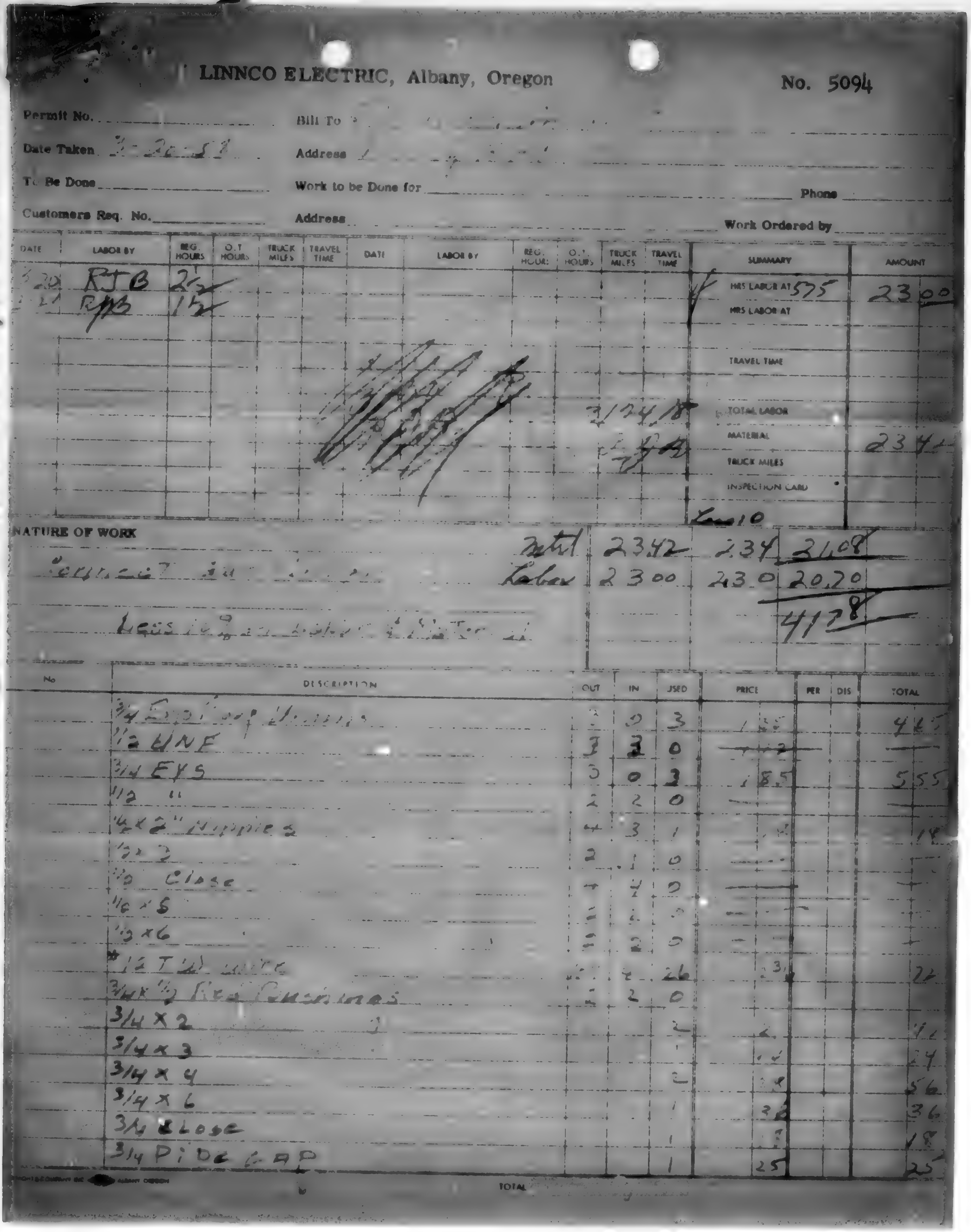
| No. | DESCRIPTION | OUT | IN | USED | UNIT | TOTAL |
|---|---|---|---|---|---|---|
| | 10/3 S.E. Cable (TTI) | | | 67 | 30 | 20 10 |
| | ½" bushing | 2 | 2 | 0 | — | — |
| | ½" locknut | 2 | 2 | 0 | — | — |
| | ¾-½ red washer | 2 | 0 | 2 | 1 | 12 |
| | ½ x 4 nipple | 1 | 0 | 1 | 23 | 23 |
| | Plywood ¾ x 4' x 4 36¢ | | | 1 | | 4 07 |
| | 1¼ ins gr bushing | 3 | 0 | 3 | 1 50 | 4 50 |
| | 1¼" K.O. Seal | 4 | 0 | 4 | 41 | 1 64 |
| | #2 Tw wire | 9' | 0 | 9 | 28 | 2 52 |
| | #2 Split bolt Conn | 13 | 1 | 12 | 79 | 9 48 |
| | 1¼" pipe strap | 2 | 0 | 2 | 6 | 12 |
| | 2" X 12 wood screw | 4 | 0 | 4 | 5 | 20 |
| | #6 Bare | 82 | 60 | 22 | 07 | 1 54 |
| | 2" gr clamp | 1 | 0 | 1 | 45 | 45 |
| | ½" KO seal | 4 | 0 | 4 | 17½ | 70 |
| | ¾ KO seal | 4 | 2 | 2 | 22½ | 45 |

J.W. Hannaman TOTAL #4936 Air Port.

| NO | DESCRIPTION | OUT | IN | USED | UNIT | | TOTAL | |
|---|---|---|---|---|---|---|---|---|
| | FORWARD | | | | | | | |
| | 1" Koseal | 3 | 0 | 3 | | 29 | | 87 |
| | #10 TW | 9 | 0 | 9 | | 04 | | 36 |
| | #8 TW | 9 | 0 | 9 | | 14 | 1 | 26 |
| | 1 Roll friction tape | | 0 | 1 | | 93 | | 93 |
| | staples | 25 | 0 | 25 | | ½ | | 13 |
| | ½ Rigid Conduit | 100 | 85 | 15 | | 33 | 4 | 95 |
| | ½ SLAy | 1 | 0 | 1 | | 71 | | 71 |
| | ½ L.T | 2 | 2 | 0 | — | — | | — |
| | ½ Bush | 1 | 0 | 1 | | 4 | | 04 |
| | ½ @ Straps | 6 | 2 | 4 | | 1¼ | | 05 |
| | #12 TW | 1000 | 806 | 194 | | 2½ | 4 | 85 |
| | ¾ Straps | 10 | 1 | 9 | | 1¼ | | 11 |
| | ½ CT Cont | 5 | 0 | 5 | | 14 | | 70 |
| | ½ CT Coup | 5 | 2 | 3 | | 12 | | 36 |
| | 1¼ Service Head | 3 | 0 | 3 | 1 | 34 | 4 | 02 |
| | 1¼ Bush | 1 | 1 | 0 | — | — | | — |
| | 1¼ L T | 2 | 2 | 0 | — | — | | — |
| 23552 | 3N (1) 100 A. Switch | 1 | 0 | 1 | 48 | 50 | 48 | 50 |
| | 30 A. 1 Time Fuses | 2 | 0 | 2 | | 98 | 1 | 96 |
| | Large House Knobs | 4 | 4 | 0 | — | — | | — |
| | ¾ S° Head | 1 | 0 | 1 | | 91 | | 91 |
| | 4/s Box | 2 | 0 | 2 | | 41 | | 82 |
| | 4/s - 2 G - Raised Sw Cover | 2 | 0 | 2 | | 34 | | 68 |
| | ½" Offset Nipple | 1 | 0 | 1 | | 33½ | | 34 |
| | Switch | 4 | 0 | 4 | | 54 | 2 | 16 |
| | 4/11 x 2⅛ Box 1" KO | 1 | 0 | 1 | | 76 | | 76 |
| | 4/11 BLK Cover | 1 | 0 | 1 | | 27 | | 27 |
| | 1" Rigid | 20 | | 20 | | 61½ | 12 | 30 |
| | #8 TW ?→ | | | 31 | | 6 | 1 | 86 |
| | 1" LT | 6 | 0 | 6 | | 7 | | 42 |
| | 1" Bush | 3 | 0 | 3 | | 10 | | 30 |
| | Roof Ins - E | 1 | 1 | 0 | ~~1~~ | ~~25~~ | | — |
| | Clevis Ins | 1 | 0 | 1 | 1 | 75 | 1 | 75 |
| | Scotch Tape | 1 | 0 | 1 | 2 | 50 | 2 | 50 |

W Hanneman 2-12-58 Page 2 4936

| No. | DESCRIPTION | OUT | IN | USED | PRICE | PER | DIS | TOTAL |
|---|---|---|---|---|---|---|---|---|
| | FORWARD | | | | | | | |
| | 3/8 Flex | | | 21 | 14 | | | 2 94 |
| | 3/8 Flex 90° | | | 1 | 41 | | | 41 |
| | 3/8 Flex conn | | | 1 | 12 | | | 12 |
| | #2 Tirex 2-7/ACSB Neu | | | 217 | 28 | | | 60 76 |
| | 1¼ Offset nip | 1 | 0 | 1 | 83 | | | 83 |
| | 1¼ L.n | 2 | 0 | 2 | 9 | | | 18 |
| | 1¼ F. Bush | 1 | 0 | 1 | 14½ | | | 15 |
| | 1¼ w. Head | 1 | 0 | 1 | 1 34 | | | 1 34 |
| | ½ Offset nip | 1 | 0 | 1 | 33½ | | | 34 |
| | ½ L.n | 2 | 0 | 2 | 3 | | | 06 |
| | Handy Bx 1⅞ | 1 | 0 | 1 | 32 | | | 32 |
| .027-1 | 4/0 | 1 | 0 | 1 | 57 | | | 57 |
| | Handy Bx Cover | 1 | 0 | 1 | 14 | | | 14 |
| | 4/0 Bx Cover + 4/0 | 1 | 0 | 1 | 83 | | | 83 |
| | 1¼ R. ② straps | 10 | 0 | 10 | 6 | | | 60 |
| | 1¼ Used Ent Cap | 1 | 0 | 1 | 1 34 | | | 1 34 |
| | 1¼ Ridect | | | 40' | 80 | | | 32 00 |
| | ½ [illegible] Seal | 1 | 0 | 1 | 41 | | | 41 |
| | Ditching | 145 | | | 20 | | | 27 00 |
| | | | | | | | | 273 34 |



**LINNCO ELECTRIC, Albany, Oregon** No. 5094

Permit No. ______ Bill To [illegible]

Date Taken 3-20-58 Address [illegible]

To Be Done ______ Work to be Done for ______ Phone ______

Customers Req. No. ______ Address ______ Work Ordered by ______

| DATE | LABOR BY | REG. HOURS | O.T. HOURS | TRUCK MILES | TRAVEL TIME | DATE | LABOR BY | REG. HOURS | O.T. HOURS | TRUCK MILES | TRAVEL TIME | SUMMARY | AMOUNT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3-20 | RJB | 2½ | | | | | | | | | | HRS LABOR AT 575 | 23 00 |
| 3-21 | RJB | 1½ | | | | | | | | | | HRS LABOR AT | |
| | | | | | | | | | | 3/24.18 | | TRAVEL TIME | |
| | | | | | | | | | | 2 4 | | TOTAL LABOR | |
| | | | | | | | | | | | | MATERIAL | 23 4[illegible] |
| | | | | | | | | | | | | TRUCK MILES | |
| | | | | | | | | | | | | INSPECTION CARD | |
| | | | | | | | | | | | | Less 10 | |

NATURE OF WORK

[illegible]

Less 10% on Labor & Material

| | | | |
|---|---|---|---|
| Matl | 23 42 | 2.34 | 21.08 |
| Labor | 23 00 | 23.0 | 20.20 |
| | | | 41 28 |

| No | DESCRIPTION | OUT | IN | USED | PRICE | PER | DIS | TOTAL |
|---|---|---|---|---|---|---|---|---|
| | 3/4 [illegible] | 3 | 0 | 3 | 1 55 | | | 4 65 |
| | 1/2 UNF | 3 | 3 | 0 | | | | |
| | 3/4 EYS | 3 | 0 | 3 | 1 85 | | | 5 55 |
| | 1/2 " | 2 | 2 | 0 | | | | |
| | 1/2 x 2" Nipples | 4 | 3 | 1 | [illegible] | | | 18 |
| | 1/2 x 3 | 2 | 1 | 0 | | | | |
| | 1/2 Close | 4 | 4 | 0 | | | | |
| | 1/2 x 5 | [illegible] | [illegible] | 0 | | | | |
| | 1/2 x 6 | 2 | 2 | 0 | | | | |
| | #12 TW wire | [illegible] | [illegible] | 26 | 3 | | | [illegible] |
| | 3/4 x 1/2 Red Bushings | 2 | 2 | 0 | | | | |
| | 3/4 x 2 | | | 2 | [illegible] | | | [illegible] |
| | 3/4 x 3 | | | 1 | [illegible] | | | 24 |
| | 3/4 x 4 | | | 2 | [illegible] | | | 56 |
| | 3/4 x 6 | | | 1 | 36 | | | 36 |
| | 3/4 Close | | | 1 | [illegible] | | | 18 |
| | 3/4 Pipe Cap | | | 1 | 25 | | | 25 |

TOTAL

| No | DESCRIPTION | OUT | IN | USED | PRICE | PER | DIS | TOTAL |
|---|---|---|---|---|---|---|---|---|
|  | FORWARD |  |  |  |  |  |  |  |
|  | 5/8x4' Gr Rods | 2 |  | 2 | 3 50 |  |  | 7 00 |
|  | Gr Clamps | 2 |  | 2 | 45 |  |  | 90 |
|  | #6 Gr Wire |  |  | 14' | 7½ |  |  | 1 05 |
| 6642 | Gr Recept |  |  | 1 | 98 |  |  | 98 |
| 6395 | Terminal Lugs |  |  | 2 | 19 |  |  | 38 |
|  |  |  |  |  |  |  |  | 23 43 |

**WILLIS, KYLE & EMMONS**

MILLARD F. WILLIS
SAM KYLE
C. S. (PAT) EMMONS

LAW OFFICES
FIRST NATIONAL BANK BUILDING
WABASH 8-3329

ALBANY, OREGON

Dec. 19, 1958

Oregon State Highway Commission
Highway Building
Salem, Oregon.

Gentlemen:

Enclosed please find notice of claim on the bond given for performance of your contract No. 5024, R. L. Houck & Sons, contractors.

This claim is on behalf of Linnco Electric (W. D. Coburn and Bill E. Coburn) in the sum of $206.15 and interest at 6% from March 31, 1958, for labor and materials furnished to the J. W. Hannaman Co., a subcontractor.

Very truly yours,

WILLIS, KYLE & EMMONS

By:

CSE:ht
Enc.

RECEIVED
[illegible] 1958
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

TO THE OREGON STATE HIGHWAY COMMISSION:

Notice is hereby given that the undersigned W. D. COBURN and BILL E. COBURN, dba Linnco Electric, of Albany, Oregon, have a claim for labor and materials furnished by them to the J. W. Hannaman Co., a sub-contractor, in the amount of $206.15, as the unpaid balance due and owing for labor and materials furnished by them as per the work orders and invoices hereto attached and made a part of this notice, with interest on this unpaid balance at 6% per annum until paid from March 31, 1958. This claim is against the bond taken from the American Casualty Company of Reading, Pa., as surety and R. L. Houck and Sons, a co-partnership, as principal and prime contractor for the work provided for in the contract for the construction of the south unit of the S. P. R. R. - Santiam Junction section of the highway 99E freeway, State Highway Contract No. 5024.

Bill E. Coburn

W. D. Coburn

dba Linnco Electric

RECEIVED
DEC 21 1958
FOR FILING

I 328 (3)

5724

Dec. 22, 1958

American Casualty Co. of Reading, Pa.
607 Washington St.
Reading, Pa.

Gentlemen:

Attached are copies of claims which have been filed in this office by Willis, Kyle & Emmons, Attorneys, Albany, Oregon, as follows:

Benton Sand and Gravel Co., in the sum of $255.00 and interest at 6% from Feb. 28, 1958, for material furnished to J. W. Hanneman Company.

Albany Sand & Gravel Co., in the sum of $2,741.09 and interest from Feb. 28, 1958, at 6% for redimix concrete furnished to J. W. Hanneman Company.

Linnco Electric, in the sum of $206.15, and interest at 6% from Mar. 31, 1958, for labor and materials furnished to J. W. Hanneman Company.

This is on our Contract No. 5084, for grading the South Unit, S.P.R.R. Overcrossing-Santiam Junction Section in Linn County.

This information is provided as your Company appears as surety on the performance bond furnished for this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:em

CC: Huggins Insurance Agency
373 N. Church St.
Salem, Oregon

Roy L. Houck & Sons
1585 N. 20th St.
Salem, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD
em

A
file

RECEIVED
DEC 2 1958
FOR FILING

I-328 (2)

5024

December 1, 1958

American Casualty Co.
607 Washington Street
Reading, Pa.

Gentlemen:

We have received a letter and Notice of Claim from the City of Albany, Albany, Oregon, informing us that J. W. Hanneman Company, a subcontractor for R. L. Hauck & Sons, owes them the sum of $1,740.00, arising out of the relocation of certain buildings located on the Albany Airport property. This is our Contract No. 5024 for grading the S. Unit, SPRR Overcrossing-Santiam Junction Section of the Pacific Highway in Linn County.

This information is brought to your attention as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Huggins Insurance Agency
373 N. Church Street
Salem, Oregon

Roy L. Hauck & Sons
1565 N. 20th Street
Salem, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

NOTED ON CARD

# * NOTICE OF CLAIM *

TO: The Oregon State Highway Commission.

NOTICE IS HEREBY GIVEN that the City of Albany, a municipal corporation, does hereby make a claim arising out of the relocation of certain buildings located on the Albany Airport property, pursuant to an agreement with J. W. Hannaman Company, a sub-contractor for R. L. Houck and Sons. This claim is for the sum of $1,740.00 which is to be paid pursuant to a memorandum agreement entered into between the City of Albany and J. W. Hannaman Company. This claim is against the bond taken from the American Casualty Company of Reading, Pennsylvania, as surety, and R. L. Houck and Sons, a co-partnership, as principal, and prime contractor, for the work provided for in the contract for construction of the South unit of the S.P.R.R. -- Santiam Junction section of Highway 99E Freeway, State Highway contract number 5024.

# * NOTICE OF CLAIM *

TO: The Oregon State Highway Commission.

NOTICE IS HEREBY GIVEN that the City of Albany, a municipal corporation, does hereby make a claim arising out of the relocation of certain buildings located on the Albany Airport property, pursuant to an agreement with J. W. Hannaman Company, a sub-contractor for R. L. Houck and Sons. This claim is for the sum of $1,740.00 which is to be paid pursuant to a memorandum agreement entered into between the City of Albany and J. W. Hannaman Company. This claim is against the bond taken from the American Casualty Company of Reading, Pennsylvania, as surety, and R. L. Houck and Sons, a co-partnership, as principal, and prime contractor, for the work provided for in the contract for construction of the South unit of the S.P.R.R. -- Santiam Junction section of Highway 99E Freeway, State Highway contract number 5024.

CITY OF ALBANY, OREGON,
A municipal corporation

By [illegible] Fitzpatrick
Mayor

(Corporate)
(Seal)

By William [illegible]
City Manager

NOTED ON CARD

# * MEMORANDUM AGREEMENT *

WHEREAS, the City of Albany has entered into a contract agreement with the Oregon State Highway Commission for the relocation of certain buildings located on Albany Airport, and,

WHEREAS, J. W. Hannaman Co., Inc. has contracted with the Oregon State Highway Department for relocation of the buildings located on Albany Airport property and the new location of the said buildings have been designated, and

WHEREAS, the City of Albany desires that certain modifications be made in the location and placement of structures as originally agreed, now, therefore,

IN CONSIDERATION of the covenants herein exchanged, J. W. Hannaman Co., Inc., as contractor in charge of removal and relocation of the buildings above referred to and being herein designated as the contractor, and the City of Albany herein designated as the City, do agree as follows:

1. The contractor agrees to remove the shed portion of the larger hangar and shall replace the said portion of the large hangar which is exposed by reason of removal of the shed with material of like nature that now covers the exterior of the large hangar reusing existing materials. The contractor shall not be obligated to replace the shed in a new location and the shed shall become the property of the contractor for him to dispose of as he shall see fit.

2. The contractor agrees to remove that structure known as the Norman house now located on the City of Albany Airport property to a new location on the Airport property which is designated as the location for the administration building. The removal of the Norman house to a new location shall not take

place before the 28th day of February, 1958, and not later than April 15, 1958. City of Albany shall assume cost of handling wires - should there be any.

3. The contractor shall not be required to install a new septic tank or drainage field as required in the original agreement with the Oregon State Highway Commission.

4. The contractor agrees to place the Norman house upon concrete blocks furnished and installed by the City at its new location.

5. The contractor shall be obligated to remove the two existing towers located on the Airport property, but shall not have to relocate the said towers and the materials resulting from the removal of the towers shall become the property of the contractor. The contractor shall construct door wells to provide for sliding doors on the large hangar reusing existing materials.

6. The contractor agrees to pay to the City of Albany the sum of ONE THOUSAND SEVEN HUNDRED FORTY DOLLARS ($1,750.00), the said payment to be made thirty (30) days after completion of work and after the City releases the State Highway Department.

IN WITNESS WHEREOF, the City of Albany has hereunto executed this agreement by and through its Mayor and City Manager this 3rd day of January, 1958, and the contractor has executed this instrument in person.

CITY OF ALBANY

By /s/ W. L. Fitzpatrick

By /s/ William D. Bollman

ATTEST:

/s/ Arthur R. Johnson
City Recorder

RECEIVED
DEC 2 1958
FOR FILING

I-338 (B)

[illegible] 4

Z. M. A
[illegible] card
files

December 1, 1958

City of Albany
City Hall
P. O. Box 490
Albany, Oregon

Attention: Mr. Merle A. Long
City Attorney

Gentlemen:

This will acknowledge your letter and claim of November 28, 1958, informing us that J. W. Hannaman Company, a subcontractor for Roy L. Houck & Sons, owes you the sum of $1,740.00 arising out of the relocation of certain buildings located on the Albany Airport property, in connection with our Contract No. 5024 for grading the South Unit, SPRR Overcrossing-Santiam Junction Section in Linn County. Our Construction Division informs us that this contract is 99 percent complete.

The American Casualty Co. of Reading, Pennsylvania, through Huggins Insurance Agency, 373 N. Church St., Salem, furnished the performance bond for this contract, which bond is given to assure completion of the contract and payment of all bills incurred.

Should you desire to protect your claim for a period longer than six months following acceptance of the contract by the State Highway Commission, you should file the claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the filing procedure.

Your claim will be noted in our records and we will promptly advise the surety and the contractor, Roy L. Houck & Sons, that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CWH:fp

NOTED ON CARD
em

RECEIVED
OCT 2 1958
FOR FILING

I-323(3)

721

October 1, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering extension of a culvert and removal of a concrete headwall on the S. Unit, S.P.R.R. O'King-Santiam Jct. Section of the Pacific Highway in Linn County, Contract No. 5024, in connection with Federal Aid Project No. I-5-4(12)233, [I-323(3)].

It is necessary to remove a concrete headwall and extend a corrugated metal arch culvert at station 33 1/1+55 on the Santiam Highway.

The existing culvert is too narrow to accommodate the new construction.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

A

RECEIVED
OCT 2 1958
FOR FILING

5724

October 1, 1958

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering salvage and relaying 18" concrete culvert pipe on the S. Unit, S.P.R.R. O'Xing-Santiam Jct. Section of the Pacific Highway in Linn County, Contract No. 5024, in connection with Federal Aid Project No. I-5-4(12)233, [I-328(3)].

It is necessary to move the 18" concrete culvert pipe which was laid at Station 3312+08, as shown on the plans, to permit construction of the Santiam Interchange structure.

Due to a revision of the structure the culvert pipe, as laid, will be directly under a bridge bent.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

RECEIVED
SEP 30 1958
FOR FILING

FORM E-30X—50M—5-56

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 29, 1958

5024

SUBJECT: R/W File No. 24184
South Unit, S. P. O'xing-
Lane County Line Section
Pacific Highway
Contract No. 5024

To:

Mr. R. L. Porter
Right of Way Engineer
Office

We have been advised by the Division Office that the borrow pits on the Sam and Aaron Ropp property, which we obtained on the subject named file, have been exhausted. We have no further use of these pits.

The warranty deed from the Ropps provides that "in the event the Grantee shall exhaust the supply of highway construction and maintenance materials in the said tract and shall declare by resolution that the same is no longer needed or necessary for highway purposes and shall thereby abandon the said real property, title thereto shall automatically vest in the Grantors."

It is therefore the recommendation of this office that a resolution be prepared for the Highway Commission and the property be released to the former owners.

Tom Edwards
Construction Engineer

By

L. H. Young

L. H. Young
Assistant Construction Engineer

LHY:fp

cc: Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
SEP 29 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FORM E-30X—80M—6 58—13046

I

50-24

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 23, 1958

SUBJECT: Traffic Control by Contractor
Construction Job
US99
North of Albany

To:

J. D. Walker
Maintenance Engineer
Office

I am attaching hereto a copy of a State Police Memorandum Report concerning the control of the construction truck crossings by the contractor's flagmen on the work in the Millersburg area north of Albany.

From my observation, I rather concur in the officer's complaint, namely that the contractor's flagmen are tending to give preference to the trucks crossing the highway, whereas within certain limits, the flagmen should give preferential treatment to the highway traffic. I believe the contractor's flagmen should be instructed to hold any trucks and put them across the highway at times when there tends to be a break or "hole" go by in the highway traffic stream. This, rather than just arbitrarily stepping out and stopping highway traffic regardless of the proximity or the amount of traffic on the highway approaching the crossing, would be better.

The other point of complaint is the need for additional warning indication during nighttime operations at the points of crossings to supplement the flagmen's operations. I do not believe it would be feasible to provide temporary installation of an overhead flashing beacon, as suggested in the officer's report. The contractor is apparently providing some temporary flood lighting at points of crossings to illuminate the crossing areas as well as showing up the flagmen and their operations. I think that if this treatment is followed at each crossing that it should be the best that can be done, presuming of course, that we have our shoulder mount advance warning signs with respect to any particular point of crossing.

Will you arrange to contact the contractor or his representative pointing up this situation and request that he align his flagmen's operations as per the above.

ORIGINAL SIGNED BY F. B. CRANDALL
Traffic Engineer

F. B. Crandall
Traffic Engineer

RECEIVED
1958
ENGINEER

FBC:njs

cc: G. S. Paxson

COPY

# OFFICER'S REPORT
## Oregon State Police

Time: 8:30 a.m.

County: Linn

Place: Albany

September 16, 1958

3021

Subject: Highway Traffic Control - Complaint

This office is in receipt of numerous complaints from motorists, including former Governor Elmo Smith, relative to the manner that civilians are controlling traffic in connection with the new highway construction North of Albany, particularly in the Millersburg area, 2 miles North of Albany.

Houck Construction Company gravel trucks are constantly entering and leaving the highway in this area and the practice is for the civilian flagmen to immediately stop all highway traffic at the approach of one of these trucks irrespective of the proximity of or number of vehicles approaching on the highway. The principle complaint is that during the hours of darkness, a flagman steps out onto the highway attempting to stop traffic without adequate warning or illumination.

It has been the observation of members from this office that, altho there are numerous warning signs in the area indicating the presence of a flagman, additional safeguards would be desirable, especially during the hours of darkness. It is possible that a portable amber blinking light or some other means of warning installed at a height that would enable following motorists in a string of traffic to be alerted ahead of time would serve to minimize the hazard.

s/ F. L. Kezar, Sgt. 64-22

Contract No 5024

RECEIVED
SEP 23 1958
FOR FILING

Monthly Transaction No. 9-131

Project Report No. I-328(3) 10

5024

Form 2
-1. )

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

## FEDERAL-AID PROJECT AGREEMENT

e Oregon

County Linn

Project No. I-5-4(12)233
Old I-328(3)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
North Albany Jct. (approximately 1 mile north of Albany to Santiam Hwy Jct. (F.A. 37) N. Albany Jct.-Santiam Hwy. Jct. Section on U.S. 99

| Project classification or class of work | Effective date of authorization | Approximate length (*Miles*) |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | 6-12-57 | - - - |
| Rights-of-Way | | |
| Construction | 7-2-57 | 1.951 |
| Other (*Specify*) | | |

FUNDS

| Estimated total cost of project | Federal funds |
|---|---|
| $ 1,065,489.00 | $ 983,000.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ____________________

State Highway Engineer
(title)

By ____________________

(title)

By ____________________

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer September 22, 1958

FORM E-129-X 25M 8-58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the S. Unit, S.P.R.R. Overcrossing - Santiam Junction Section, Project No. I-5-4(12)233,(Old) I-328 (3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Oregon State Highway Department

Federal Aid
Project No. I-5-4(12)233
Old I-328(3)

## SOUTH UNIT, S.P.R.R. OVERCROSSING - SANTIAM
## JUNCTION SECTION OF THE PACIFIC HIGHWAY
## IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices).

Salem, Oregon, September 5, 1958

### Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 13,000.00 |

### Type Code 0010
### Roadway (Sta. 1027+00 to Sta. 1130+00)(Contract No. 5024)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required (90%) | $ | 22,500.00 |
| Removal of Highway Curbs | 2,000 | lin.ft | 0.50 | 1,000.00 |
| Removal of Catch Basins | 8 | only | 25.00 | 200.00 |
| Drainage Excavation Unclassified | 7,300 | cu. yds. | 2.00 | 14,600.00 |
| Special Borrow Excavation, Location "B" Unclassified | 412,000 | cu. yds. | 0.35 | 144,200.00 |
| Special Borrow Excavation, Location "C" Unclassified | 116,200 | cu. yds. | 0.28 | 32,536.00 |
| General Excavation, Unclassified | 104,600 | cu. yds. | 0.28 | 29,288.00 |
| Short Overhaul | 3,088,000 | yd. Sta. | 0.01 | 30,880.00 |
| Long Overhaul | 105,600 | C-yd.Sta. | 0.40 | 42,240.00 |
| Blade Grader | 280 | hours | 15.00 | 4,200.00 |
| Tractor and Dozer | 280 | hours | 15.00 | 4,200.00 |
| Loading and Placing Topsoil | 17,000 | cu.yds. | 1.25 | 21,250.00 |
| Finishing Roadbed and Slopes | All | Required | | 5,000.00 |
| 18-inch corrugated Metal Pipe | 240 | lin.ft. | 4.90 | 1,176.00 |
| 12-inch Concrete Pipe | 1,400 | lin.ft. | 2.60 | 3,640.00 |
| 15-inch Concrete Pipe | 770 | lin.ft. | 3.50 | 2,695.00 |
| 18-inch Concrete Pipe | 1,270 | lin.ft. | 3.75 | 4,762.50 |
| 24-inch Concrete Pipe | 2,410 | lin.ft. | 5.40 | 13,014.00 |
| 30-inch Concrete Pipe | 30 | lin.ft. | 7.20 | 216.00 |
| 36-inch Concrete Pipe | 270 | lin.ft. | 8.45 | 2,281.50 |
| 42-inch Concrete Pipe | 90 | lin.ft. | 10.70 | 963.00 |
| 22-inch Arch Type Corrugated Metal Pipe | 120 | lin.ft. | 5.20 | 624.00 |
| 29-inch Arch Type Corrugated Metal Pipe | 50 | lin.ft. | 8.00 | 400.00 |
| 21-inch Metal End Sections | 18 | only | 52.00 | 936.00 |
| 24-inch Metal End Sections | 10 | only | 68.75 | 687.50 |
| 30-inch Metal End Sections | 24 | only | 106.00 | 2,544.00 |
| 8-inch Sewer Pipe | 2,400 | lin.ft. | 1.50 | 3,600.00 |

South Unit, S.P.R.R. Overcrossing - Santiam Section

Project No. I-5-4(12)233
Old I328(3)

| | | | |
|---|---|---|---|
| 12-inch Sewer Pipe | 2650 lin.ft. | 1.90 | 5,035.00 |
| 15-inch Sewer Pipe | 160 lin.ft. | 2.45 | 392.00 |
| 18-inch Sewer Pipe | 110 lin.ft. | 2.80 | 308.00 |
| 24-inch Sewer Pipe | 1,960 lin.ft. | 4.80 | 9,408.00 |
| 30-inch Sewer Pipe | 500 lin.ft. | 6.60 | 3,300.00 |
| Concrete Manholes | 8 only | 330.00 | 2,640.00 |
| Concrete Catch Basins | 30 only | 66.00 | 1,980.00 |
| Concrete Inlets | 14 only | 66.00 | 924.00 |
| Class "A" Concrete in Box Culverts | 300 cu.yds. | 51.70 | 15,510.00 |
| Metal Reinforcement in Box Culverts | 46,000 lbs. | 0.14 | 6,440.00 |
| Concrete Curbs and Gutters | 170 cu.yds. | 50.00 | 8,500.00 |
| Type 2 Fence | 1200 rods | 5.40 | 6,480.00 |
| Loose Riprap | 260 cu.yds. | 5.00 | 1,300.00 |
| Coarse Crushed Material in Base | 11,600 cu.yds. | 2.25 | 26,100.00 |
| 3/4"-0 Material in Base | 2,000 cu.yds. | 2.55 | 5,100.00 |
| Sprinkling | 500 M-Gal. | 3.00 | 1,500.00 |
| Preparation of Base (20%) | All Required | | 300.00 |
| 3/4"-0 Material in Binder Course | 180 cu. yds. | 4.25 | 765.00 |
| RC-3 Asphalt | 30 tons | 40.00 | 1,200.00 |
| Class "B" Asphaltic Concrete | 3,700 tons | 6.50 | 24,050.00 |
| RS-1 Asphalt in Tack Coat. | 6 tons | 90.00 | 540.00 |
| Furnishing and Placing Aggregates | 90 cu.yds. | 4.25 | 382.50 |
| 120-150 Asphalt | 6 tons | 40.00 | 240.00 |
| RS-1 Asphalt | 2 tons | 50.00 | 100.00 |
| Structural Excavation | 44 cu.yds. | 5.00 | 220.00 |
| Class "A" Concrete in Underpass | 65 cu.yds. | 66.00 | 4,290.00 |
| Metal Reinforcement in Underpass | 10,000 lbs. | 0.14 | 1,400.00 |
| Tile Lining | 130 sq.yds. | 20.00 | 2,600.00 |
| Membrane waterproofing | 170 sq.yds. | 4.00 | 680.00 |
| Electrical Work | All Required | | 110.00 |
| | | | $521,428.00 |
| Flagging (57½% of Contractor's Cost) | All Required | | 3,500.00 |
| | Subtotal | | $524,928.00 |
| | 10% Engr. & Cont. | | 52,492.80 |
| | Total | | $577,420.80 |

### Alternate "B"

Type Code X021
Cox Creek Bridge (Sta. 1085+88.79 to Sta. 1086+64.79)(N.B.Lane)(Contract No. 5018)

| | | | |
|---|---|---|---|
| Structural Excavation | 16 cu.yds. | 2.50 | 40.00 |
| Furnish Concrete Piling | 264 lin.ft. | 5.50 | 1,452.00 |
| Drive Concrete Piles | 22 only | 40.00 | 880.00 |
| Class "A" Concrete | 214 cu.yds. | 60.00 | 12,840.00 |
| Metal Reinforcement | 64,300 lbs. | 0.135 | 8,680.50 |
| | | | $23,892.50 |

Type Code X021
Cox Creek Bridge (Sta 1085+43.4 to Sta. 1086+19.21)(S. B. Lane)(Contract No. 5018)

| | | | |
|---|---|---|---|
| Structural Excavation | 13 cu.yds. | 2.50 | 32.50 |
| Furnish Concrete Piling | 216 lin.ft. | 5.50 | 1,188.00 |
| Drive Concrete Piles | 18 only | 40.00 | 720.00 |
| Class "A" Concrete | 183 cu.yds. | 60.00 | 10,980.00 |

South Unit, S.P.R.R. Overcrossing - Santiam Section

Project No. I-5-4(12)233
Old I-328(3)

| | | | |
|---|---|---|---|
| Metal Reinforcement | 54,700 lbs. | 0.135 | 7,384.50 |
| | | | $20,305.00 |

Type Code X021
Cox Creek (Frontage Road) Bridge (Sta. "AR" 95+57.521 to Sta. "AR" 96+02.479)
(Contract No. 5262)

| | | | |
|---|---|---|---|
| Class "A" Concrete | 9 cu. yds. | $300.00 | $ 2,700.00 |
| Metal Reinforcement | 3,800 lbs. | 0.12 | 456.00 |
| Furnish Treated Timber Piling | 140 lin.ft. | 2.00 | 280.00 |
| Drive Timber Piles | 4 only | 100.00 | 400.00 |
| Treated Timber | 1.2 M-FBM | 500.00 | 600.00 |
| | | | $ 4,436.00 |

Type Code X221
S. Santiam Highway Undercrossing (Sta. 1107+99.84)(Contract No. 5262)

| | | | |
|---|---|---|---|
| Structural Excavation | 1,800 cu.yds. | 4.50 | 8,100.00 |
| Class "A" Concrete | 1,530 cu.yds. | 68.00 | 104,040.00 |
| Metal Reinforcement | 354,000 lbs. | 0.12 | 42,480.00 |
| Metal Rail | 635 lin.ft. | 11.00 | 6,985.00 |
| 8-inch Metal Drain Pipe | 230 lin.ft. | 4.00 | 920.00 |
| Furnish Steel Piling | 560 lin.ft. | 5.00 | 2,800.00 |
| Drive Steel Piles | 14 only | 50.00 | 700.00 |
| Concrete Slab Riprap | 750 sq.yds. | 8.00 | 6,000.00 |
| | | | $172,025.00 |

Albany Interchange Structures

Type Code X221
Structure "A" (Sta. LN 1053+92.45 to Sta. LN 1055+17.45)(Contract No. 5289)

| | | | |
|---|---|---|---|
| Structural Excavation | 360 cu.yds. | 6.00 | 2,160.00 |
| Furnish Steel Piling | 480 lin.ft. | 4.50 | 2,160.00 |
| Drive Steel Piles | 12 only | 50.00 | 600.00 |
| Class "A" Concrete | 257 cu.yds. | 69.00 | 17,733.00 |
| Metal Reinforcement | 69,000 lbs. | 0.12 | 8,280.00 |
| Concrete Slab Riprap | 250 sq.yds. | 8.00 | 2,000.00 |
| 8-inch Metal Drains | 55 lin.ft. | 4.00 | 220.00 |
| | | | $33,153.00 |

Type Code X221
Structure "B" (Sta. LN 1056+66.02 to Sta. 1058+78.02)(Contract No. 5289)

| | | | |
|---|---|---|---|
| Structural Excavation | 290 cu. yds. | 6.00 | 1,740.00 |
| Furnish Steel Piling | 450 lin.ft. | 4.50 | 2,025.00 |
| Drive Steel Piles | 15 only | 50.00 | 750.00 |
| Class "A" Concrete | 456 cu.yds. | 69.00 | 31,464.00 |
| Metal Reinforcement | 120,000 lbs. | 0.12 | 14,400.00 |
| Concrete Slab Riprap | 525 sq.yds. | 8.00 | 4,200.00 |
| 8-inch Metal Drain Pipe | 110 lin.ft. | 4.00 | 440.00 |
| | | | $55,019.00 |

Type Code X221
Structure "C" (Sta LS 1054 ⁄ 37.69 to Sta. 1055 ⁄ 76.69)(Contract No. 5289)

| | | | |
|---|---|---|---|
| Structural Excavation | 260 cu.yds. | 6.00 | 1,560.00 |
| Furnish Steel Piling | 480 lin.ft. | 4.50 | 2,160.00 |
| Drive Steel Piles | 12 only | 50.00 | 600.00 |
| Class "A" Concrete | 271 cu.yds. | 69.00 | 18,699.00 |
| Metal Reinforcement | 79,000 lbs. | 0.12 | 9,480.00 |
| Concrete Slab Riprap | 310 sq.yds. | 8.00 | 2,480.00 |
| 8-inch Metal Drain Pipe | 55 lin.ft. | 4.00 | 220.00 |
| | | | $35,199.00 |

Type Code X221
Structure "D" (Sta LS 1057 ⁄ 53.26 to Sta. 1059 ⁄ 47.26 )(Contract No. 5289)

| | | | |
|---|---|---|---|
| Structural Excavation | 450 cu.yds. | 6.00 | 2,700.00 |
| Furnish Steel Piling | 605 lin.ft. | 4.50 | 2,722.50 |
| Drive Steel Piles | 15 only | 50.00 | 750.00 |
| Class "A" Concrete | 442 cu.yds. | 69.00 | 30,498.00 |
| Metal Reinforcement | 105,200 lbs. | 0.12 | 12,624.00 |
| Concrete Slab Riprap | 525 sq.yds. | 8.00 | 4,200.00 |
| 8-inch Metal Drain Pipe | 55 lin.ft. | 4.00 | 220.00 |
| | | | $53,714.50 |

Type Code X221
Structure "E"(Sta. B 18 ⁄ 05.50 to Sta. B 19 ⁄ 35.50)(Contract No. 5289)

| | | | |
|---|---|---|---|
| Structural Excavation | 240 cu.yds. | 6.00 | 1,440.00 |
| Furnish Steel Piling | 360 lin.ft. | 4.50 | 1,620.00 |
| Drive Steel Piles | 12 only | 50.00 | 600.00 |
| Class "A" Concrete | 260 cu.yds. | 69.00 | 17,940.00 |
| Metal Reinforcement | 77,300 lbs. | 0.12 | 9,276.00 |
| Concrete Slab Riprap | 380 sq.yds. | 8.00 | 3,040.00 |
| 8-inch Metal Drain Pipe | 55 lin.ft. | 4.00 | 220.00 |
| | | | $34,136.00 |

| | | |
|---|---|---|
| (Using Alternate "B") | Subtotal | $431,880.00 |
| | 10% Engr. & Cont. | 43,188.00 |
| | Total | $475,068.00 |

| | |
|---|---|
| Length of Roadway | 1.874 Miles |
| Length of 6 Structures | 0.077 Miles (South Bound Lane) |
| Total Length | 1.951 Miles |
| Cost of Roadway Per Mile | $308,122.09 |

South Unit, S.P.R.R. Overcrossing -
Santiam Junction Section

Project No. 1-5-4(12)233
Old I-329(3)

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $13,000.00 | $11,000.00 | $2,000.00 |
| Roadway | 577,420.80 | 533,400.00 | 44,020.80 |
| Structures* | 475,068.00 | 438,600.00 | 36,468.00 |
|  | $1,065,488.80 | $983,000.00 | $82,488.80 |

*Using Alternate "B"

State Funds For Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds For Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-328(3)

## SOUTH UNIT, S.P.R.R. OVERCROSSING-SANTIAM JUNCTION SECTION OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 8, 1957

**Type Code P.E.**

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All | Required | $ | $ 13,000.00 |

**Type Code 0010**
**Roadway (Sta. 1027+00 to Sta. 1130+00)**

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required (90%) | | 13,500.00 |
| Removal of Highway Curbs | 2,000 | lin. ft. | $0.35 | 700.00 |
| Removal of Catch Basins | 8 | only | 20.00 | 160.00 |
| Drainage Excavation, Unclassified | 7,300 | cu. yds. | 2.50 | 18,250.00 |
| Special Borrow Excavation, Location "B", Unclassified | 412,000 | cu. yds. | 0.40 | 164,800.00 |
| Special Borrow Excavation, Location "C", Unclassified | 116,200 | cu. yds. | 0.35 | 40,670.00 |
| General Excavation, Unclassified | 104,600 | cu. yds. | 0.32 | 33,472.00 |
| Short Overhaul | 3,088,000 | yd. sta. | 0.01 | 30,880.00 |
| Long Overhaul | 105,600 | C-yd.sta. | 0.40 | 42,240.00 |
| Blade Grader | 280 | hours | 12.50 | 3,500.00 |
| Tractor and Dozer | 280 | hours | 15.00 | 4,200.00 |
| Loading and Placing Topsoil | 17,000 | cu. yds. | 1.25 | 21,250.00 |
| Finishing Roadbed and Slopes | All | Required | | 6,000.00 |
| 18-inch Corrugated Metal Pipe | 240 | lin. ft. | 4.25 | 1,020.00 |
| 12-inch Concrete Pipe | 1,400 | lin. ft. | 2.00 | 2,800.00 |
| 15-inch Concrete Pipe | 770 | lin. ft. | 3.25 | 2,502.50 |
| 18-inch Concrete Pipe | 1,270 | lin. ft. | 3.50 | 4,445.00 |
| 24-inch Concrete Pipe | 2,410 | lin. ft. | 4.50 | 10,845.00 |
| 30-inch Concrete Pipe | 30 | lin. ft. | 7.00 | 210.00 |
| 36-inch Concrete Pipe | 270 | lin. ft. | 8.50 | 2,295.00 |
| 42-inch Concrete Pipe | 90 | lin. ft. | 12.50 | 1,125.00 |
| 22-inch Arch Type Corrugated Metal Pipe | 120 | lin. ft. | 4.50 | 540.00 |
| 29-inch Arch Type Corrugated Metal Pipe | 50 | lin. ft. | 6.00 | 300.00 |
| 21-inch Metal End Sections | 18 | only | 55.00 | 990.00 |
| 24-inch Metal End Sections | 10 | only | 65.00 | 650.00 |
| 30-inch Metal End Sections | 24 | only | 85.00 | 2,040.00 |
| 8-inch Sewer Pipe | 2,400 | lin. ft. | 1.80 | 4,320.00 |
| 12-inch Sewer Pipe | 2,650 | lin. ft. | 2.00 | 5,300.00 |
| 15-inch Sewer Pipe | 160 | lin. ft. | 3.00 | 480.00 |
| 18-inch Sewer Pipe | 110 | lin. ft. | 3.25 | 357.50 |
| 24-inch Sewer Pipe | 1,960 | lin. ft. | 5.00 | 9,800.00 |
| 30-inch Sewer Pipe | 500 | lin. ft. | 7.00 | 3,500.00 |
| Concrete Manholes | 8 | only | 275.00 | 2,200.00 |
| Concrete Catch Basins | 30 | only | 80.00 | 2,400.00 |
| Concrete Inlets | 14 | only | 60.00 | 840.00 |
| Class "A" Concrete in Box Culverts | 300 | cu. yds. | 52.00 | 15,600.00 |
| Metal Reinforcement in Box Culverts | 46,000 | lbs. | 0.14 | 6,440.00 |
| Concrete Curbs and Gutters | 170 | cu. yds. | 45.00 | 7,650.00 |
| Type 2 Fence | 1,200 | rods | 4.50 | 5,400.00 |
| Loose Riprap | 260 | cu. yds. | 6.00 | 1,560.00 |
| Coarse Crushed Material in Base | 11,600 | cu. yds. | 2.25 | 26,100.00 |

| | | | | |
|---|---|---|---|---|
| 3/4" - 0 Material in Base | 2,000 | cu. yds. | $2.50 | $ 5,000.00 |
| Sprinkling | 500 | M-gals. | 2.50 | 1,250.00 |
| Preparation of Base (20%) | All Required | | | 100.00 |
| 3/4" - 0 Material in Binder Course | 180 | cu. yds. | 3.50 | 630.00 |
| RC-3 Asphalt | 30 | tons | 47.00 | 1,410.00 |
| Class "B" Asphaltic Concrete | 3,700 | tons | 7.50 | 27,750.00 |
| RS-1 Asphalt in Tack Coat | 6 | tons | 52.00 | 312.00 |
| Furnishing and Placing Aggregates | 90 | cu. yds. | 4.50 | 405.00 |
| 120-150 Asphalt | 6 | tons | 47.00 | 282.00 |
| RS-1 Asphalt | 2 | tons | 52.00 | 104.00 |
| Structural Excavation | 44 | cu. yds. | 10.00 | 440.00 |
| Class "A" Concrete in Underpass | 65 | cu. yds. | 65.00 | 4,225.00 |
| Metal Reinforcement in Underpass | 10,000 | lbs. | 0.14 | 1,400.00 |
| Tile Lining | 130 | sq. yds. | 4.00 | 520.00 |
| Membrane Waterproofing | 170 | sq. yds. | 7.00 | 1,190.00 |
| Electrical Work | All Required | | | 500.00 |
| | | | | $546,850.00 |
| Flagging (57½% of Contractor's Cost) | All Required | | | 3,500.00 |
| | Subtotal | | | $550,350.00 |
| | 10% Engr. & Cont. | | | 55,035.00 |
| | Total | | | $605,385.00 |

ALTERNATE "A"
Type Code X081
Cox Creek Bridge (Sta. 1085+88.79 to Sta. 1086+64.79)(N. B. Lane)

| | | | | |
|---|---|---|---|---|
| Structural Excavation | 18 | cu. yds. | $6.00 | $ 108.00 |
| Furnish Concrete Piling | 312 | lin. ft. | 7.00 | 2,184.00 |
| Drive Concrete Piles | 26 | only | 70.00 | 1,820.00 |
| Class "A" Concrete | 172 | cu. yds. | 70.00 | 12,040.00 |
| Class "A-A" Concrete | 41 | cu. yds. | 70.00 | 2,870.00 |
| Metal Reinforcement | 35,700 | lbs. | 0.135 | 4,819.50 |
| Prestressed Reinforcement in Place | All Required (4%) | | | 3,000.00 |
| | | | | $ 26,841.50 |

Type Code X081
Cox Creek Bridge (Sta. 1085+43.21 to Sta. 1086+19.21)(S. B. Lane)

| | | | | |
|---|---|---|---|---|
| Structural Excavation | 15 | cu. yds. | $6.00 | $ 90.00 |
| Furnish Concrete Piling | 240 | lin. ft. | 7.00 | 1,680.00 |
| Drive Concrete Piles | 20 | only | 70.00 | 1,400.00 |
| Class "A" Concrete | 147 | cu. yds. | 70.00 | 10,290.00 |
| Class "A-A" Concrete | 34 | cu. yds. | 70.00 | 2,380.00 |
| Metal Reinforcement | 29,600 | lbs. | 0.135 | 3,996.00 |
| Prestressed Metal Reinforcement in Place | All Required (3%) | | | 2,250.00 |
| | | | | $ 22,086.00 |
| | Subtotal ALTERNATE "A" | | | $ 48,927.50 |

ALTERNATE "B"
Type Code X021
Cox Creek Bridge (Sta. 1085+88.79 to Sta. 1086+64.79)(N. B. Lane)

| | | | | |
|---|---|---|---|---|
| Structural Excavation | 16 | cu. yds. | $6.00 | $ 96.00 |
| Furnish Concrete Piling | 264 | lin. ft. | 7.00 | 1,848.00 |
| Drive Concrete Piles | 22 | only | 70.00 | 1,540.00 |
| Class "A" Concrete | 214 | cu. yds. | 70.00 | 14,980.00 |
| Metal Reinforcement | 64,300 | lbs. | 0.135 | 8,680.50 |
| | | | | $ 27,144.50 |

**Type Code X021**
**Cox Creek Bridge (Sta. 1085+43.21 to Sta. 1086+19.21)(S. B. Lane)**

| | | | |
|---|---|---|---|
| Structural Excavation | 13 cu. yds. | $6.00 | $ 78.00 |
| Furnish Concrete Piling | 216 lin. ft. | 7.00 | 1,512.00 |
| Drive Concrete Piles | 18 only | 70.00 | 1,260.00 |
| Class "A" Concrete | 183 cu. yds. | 70.00 | 12,810.00 |
| Metal Reinforcement | 54,700 lbs. | 0.135 | 7,384.50 |
| | | | $ 23,044.50 |

| | |
|---|---|
| Subtotal ALTERNATE "B" | $ 50,189.00 |
| (Alternate "B") Subtotal | $ 50,189.00 |
| 10% Engr. & Cont. | 5,018.90 |
| Total | $ 55,207.90 |

Length of Roadway - - - - - - - - - 1.875 Miles
Length of 6 Structures- - - - - - 0.076 Mile (South Bound Lane)
Total Length- - - - - - - - - - - - 1.951 Miles
Cost of Roadway Per Mile- - - - - $322,872.00

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 13,000.00 | $ 11,000.00 | $ 2,000.00 |
| Roadway | 605,385.00 | 559,000.00 | 46,385.00 |
| Structures * | 55,207.90 | 51,000.00 | 4,207.90 |
| | $673,592.90 | $621,000.00 | $52,592.90 |

* Using Alternate "B"

Oregon State Highway Dep[illegible]ment

Federal Aid
Project No. I-328(3)

## SOUTH UNIT, S.P.R.R. OVERCROSSING-SANTIAM JUNCTION SECTION

## OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 5, 1957

**Type Code P.E.**

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All | Required | $ | $ 13,000.00 |

**Type Code 0010**
**Roadway (Sta. 1027+00 to Sta. 1130+00)**

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required (90%) | | $ 9,000.00 |
| Removal of Highway Curbs | 2,000 | lin. ft. | $0.35 | 700.00 |
| Removal of Catch Basins | 8 | only | 20.00 | 160.00 |
| Drainage Excavation, Unclassified | 7,300 | cu. yds. | 2.50 | 18,250.00 |
| Special Borrow Excavation, Location "B", Unclassified | 412,000 | cu. yds. | 0.35 | 144,200.00 |
| Special Borrow Excavation, Location "C", Unclassified | 116,200 | cu. yds. | 0.35 | 40,670.00 |
| General Excavation, Unclassified | 104,600 | cu. yds. | 0.32 | 33,472.00 |
| Short Overhaul | 3,088,000 | yd. sta. | 0.01 | 30,880.00 |
| Long Overhaul | 105,600 | C-yd.sta. | 0.40 | 42,240.00 |
| Blade Grader | 70 | hours | 12.50 | 875.00 |
| Tractor and Dozer | 70 | hours | 15.00 | 1,050.00 |
| Loading and Placing Topsoil | 17,000 | cu. yds. | 1.25 | 21,250.00 |
| Finishing Roadbed and Slopes | All | Required | | 6,000.00 |
| 18-inch Corrugated Metal Pipe | 240 | lin. ft. | 4.25 | 1,020.00 |
| 12-inch Concrete Pipe | 1,400 | lin. ft. | 2.00 | 2,800.00 |
| 15-inch Concrete Pipe | 770 | lin. ft. | 3.25 | 2,502.50 |
| 18-inch Concrete Pipe | 1,270 | lin. ft. | 3.50 | 4,445.00 |
| 24-inch Concrete Pipe | 2,410 | lin. ft. | 4.50 | 10,845.00 |
| 30-inch Concrete Pipe | 30 | lin. ft. | 7.00 | 210.00 |
| 36-inch Concrete Pipe | 270 | lin. ft. | 8.50 | 2,295.00 |
| 42-inch Concrete Pipe | 90 | lin. ft. | 12.50 | 1,125.00 |
| 22-inch Arch Type Corrugated Metal Pipe | 120 | lin. ft. | 4.50 | 540.00 |
| 29-inch Arch Type Corrugated Metal Pipe | 50 | lin. ft. | 6.00 | 300.00 |
| 21-inch Metal End Sections | 18 | only | 55.00 | 990.00 |
| 24-inch Metal End Sections | 10 | only | 65.00 | 650.00 |
| 30-inch Metal End Sections | 24 | only | 85.00 | 2,040.00 |
| 8-inch Sewer Pipe | 2,400 | lin. ft. | 1.80 | 4,320.00 |
| 12-inch Sewer Pipe | 2,650 | lin. ft. | 2.00 | 5,300.00 |
| 15-inch Sewer Pipe | 160 | lin. ft. | 3.00 | 480.00 |
| 18-inch Sewer Pipe | 110 | lin. ft. | 3.25 | 357.50 |
| 24-inch Sewer Pipe | 1,960 | lin. ft. | 5.00 | 9,800.00 |
| 30-inch Sewer Pipe | 500 | lin. ft. | 7.00 | 3,500.00 |
| Concrete Manholes | 8 | only | 275.00 | 2,200.00 |
| Concrete Catch Basins | 30 | only | 80.00 | 2,400.00 |
| Concrete Inlets | 14 | only | 60.00 | 840.00 |
| Class "A" Concrete in Box Culverts | 300 | cu. yds. | 48.00 | 14,400.00 |
| Metal Reinforcement in Box Culverts | 46,000 | lbs. | 0.14 | 6,440.00 |
| Concrete Curbs and Gutters | 170 | cu. yds. | 45.00 | 7,650.00 |
| Type 2 Fence | 1,200 | rods | 4.50 | 5,400.00 |
| Loose Riprap | 260 | cu. yds. | 6.00 | 1,560.00 |
| Coarse Crushed Material in Base | 11,600 | cu. yds. | 2.25 | 26,100.00 |
| 3/4" - 0 Material in Base | 2,000 | cu. yds. | 2.50 | 5,000.00 |
| Sprinkling | 500 | M-gals. | 2.50 | 1,250.00 |

| | | | | |
|---|---|---|---|---|
| Preparation of Base (20 | All | Requir | $ | $ 100.00 |
| 3/4" - 0 Material in Binder Course | 180 | cu. yds. | 3.50 | 630.00 |
| RC-3 Asphalt | 30 | tons | 47.00 | 1,410.00 |
| Class "B" Asphaltic Concrete | 3,700 | tons | 6.00 | 22,200.00 |
| RS-1 Asphalt in Tack Coat | 6 | tons | 52.00 | 312.00 |
| Furnishing and Placing Aggregates | 90 | cu. yds. | 4.50 | 405.00 |
| 120-150 Asphalt | 6 | tons | 47.00 | 282.00 |
| RS-1 Asphalt | 2 | tons | 52.00 | 104.00 |
| Structural Excavation | 44 | cu. yds. | 10.00 | 440.00 |
| Class "A" Concrete in Underpass | 65 | cu. yds. | 65.00 | 4,225.00 |
| Metal Reinforcement in Underpass | 10,000 | lbs. | 0.14 | 1,400.00 |
| Tile Lining | 130 | sq. yds. | 4.00 | 520.00 |
| Membrane Waterproofing | 170 | sq. yds. | 7.00 | 1,190.00 |
| Electrical Work | All | Required | | 500.00 |
| | | | | $509,225.00 |
| Flagging (57½% of Contractor's Cost) | All | Required | | 3,500.00 |
| | Subtotal | | | $512,725.00 |
| | 10% Engr. & Cont. | | | 51,272.50 |
| | Total | | | $563,997.50 |

ALTERNATE "A"

Type Code X081

Cox Creek Bridge (Sta. 1085+88.79 to Sta. 1086+64.79)(N. B. Lane)

| | | | | |
|---|---|---|---|---|
| Structural Excavation | 18 | cu. yds. | $6.00 | $ 108.00 |
| Furnish Concrete Piling | 312 | lin. ft. | 7.00 | 2,184.00 |
| Drive Concrete Piles | 26 | only | 70.00 | 1,820.00 |
| Class "A" Concrete | 172 | cu. yds. | 70.00 | 12,040.00 |
| Class "A-A" Concrete | 41 | cu. yds. | 70.00 | 2,870.00 |
| Metal Reinforcement | 35,700 | lbs. | 0.135 | 4,819.50 |
| Prestressed Reinforcement in Place | All | Required (4%) | | 3,000.00 |
| | | | | $ 26,841.50 |

Type Code X081

Cox Creek Bridge (Sta. 1085+43.21 to Sta. 1086+19.21)(S. B. Lane)

| | | | | |
|---|---|---|---|---|
| Structural Excavation | 15 | cu. yds. | $6.00 | $ 90.00 |
| Furnish Concrete Piling | 240 | lin. ft. | 7.00 | 1,680.00 |
| Drive Concrete Piles | 20 | only | 70.00 | 1,400.00 |
| Class "A" Concrete | 147 | cu. yds. | 70.00 | 10,290.00 |
| Class "A-A" Concrete | 34 | cu. yds. | 70.00 | 2,380.00 |
| Metal Reinforcement | 29,600 | lbs. | 0.135 | 3,996.00 |
| Prestressed Metal Reinforcement in Place | All | Required (3%) | | 2,250.00 |
| | | | | $ 22,086.00 |
| | Subtotal ALTERNATE "A" | | | $ 48,927.50 |

ALTERNATE "B"

Type Code X021

Cox Creek Bridge (Sta. 1085+88.79 to Sta. 1086+64.79)(N. B. Lane)

| | | | | |
|---|---|---|---|---|
| Structural Excavation | 16 | cu. yds. | $6.00 | $ 96.00 |
| Furnish Concrete Piling | 264 | lin. ft. | 7.00 | 1,848.00 |
| Drive Concrete Piles | 22 | only | 70.00 | 1,540.00 |
| Class "A" Concrete | 214 | cu. yds. | 70.00 | 14,980.00 |
| Metal Reinforcement | 64,300 | lbs. | 0.135 | 8,680.50 |
| | | | | $ 27,144.50 |

Type Code X021

Cox Creek Bridge (Sta. 1085+43.21 to Sta. 1086+19.21)(S. B. Lane)

| | | | | |
|---|---|---|---|---|
| Structural Excavation | 13 | cu. yds. | $6.00 | $ 78.00 |
| Furnish Concrete Piling | 216 | lin. ft. | 7.00 | 1,512.00 |

| | | | |
|---|---|---|---|
| Drive Concrete Piles | 18 only | $70.00 | $ 1,260.00 |
| Class "A" Concrete | 183 cu. yds. | 70.00 | 12,810.00 |
| Metal Reinforcement | 54,700 lbs. | 0.135 | 7,384.50 |
| | | | $ 23,044.50 |

| | |
|---|---|
| Subtotal ALTERNATE "B" | $ 50,189.00 |
| (Alternate "B") Subtotal | $ 50,189.00 |
| 10% Engr. & Cont. | 5,018.90 |
| Total | $ 55,207.90 |

Length of Roadway - - - - - - - - - - - - 1.875 Miles
Length of 6 Structures- - - - - - - - - - 0.076 Mile (South Bound Lane)
Total Length- - - - - - - - - - - - - - - 1.951 Miles
Cost of Roadway Per Mile- - - - - - - - - $300,798.66

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 13,000.00 | $ 11,000.00 | $ 2,000.00 |
| Roadway | 563,997.50 | 521,000.00 | 42,997.50 |
| Structures * | 55,207.90 | 51,000.00 | 4,207.90 |
| | $ 632,205.40 | $583,000.00 | $49,205.40 |

* Using Alternate "B"

Oregon State Highway Department

Federal Aid
Project No. I-328(3)

## SOUTH UNIT, S.P.R.R. OVERCROSSING-SANTIAM JUNCTION SECTION OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 1, 1957

**Type Code P.E.**

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 13,000.00 |

**Type Code 0010**
**Roadway** (Sta. 1027+00 to Sta. 1130+00)

| | | | |
|---|---|---|---|
| Clearing and Grubbing (90%) | All Required | | $ 9,000.00 |
| Removal of Highway Curbs | 2,000 lin. ft. | $0.35 | 700.00 |
| Removal of Catch Basins | 8 only | 20.00 | 160.00 |
| Drainage Excavation, Unclassified | 7,300 cu. yds. | 2.50 | 18,250.00 |
| Special Borrow Excavation, Location "B", Unclassified | 412,000 cu. yds. | 0.35 | 144,200.00 |
| Special Borrow Excavation, Location "C", Unclassified | 116,200 cu. yds. | 0.35 | 40,670.00 |
| General Excavation, Unclassified | 104,600 cu. yds. | 0.32 | 33,472.00 |
| Short Overhaul | 3,088,000 yd. sta. | 0.01 | 30,880.00 |
| Long Overhaul | 105,600 C-yd.sta. | 0.40 | 42,240.00 |
| Blade Grader | 70 hours | 12.50 | 875.00 |
| Tractor and Dozer | 70 hours | 15.00 | 1,050.00 |
| Loading and Placing Topsoil | 17,000 cu. yds. | 1.25 | 21,250.00 |
| Finishing Roadbed and Slopes | All Required | | 6,000.00 |
| 18-inch Corrugated Metal Pipe | 240 lin. ft. | 4.25 | 1,020.00 |
| 12-inch Concrete Pipe | 1,400 lin. ft. | 2.00 | 2,800.00 |
| 15-inch Concrete Pipe | 770 lin. ft. | 3.25 | 2,502.50 |
| 18-inch Concrete Pipe | 1,270 lin. ft. | 3.50 | 4,445.00 |
| 24-inch Concrete Pipe | 2,410 lin. ft. | 4.50 | 10,845.00 |
| 30-inch Concrete Pipe | 30 lin. ft. | 7.00 | 210.00 |
| 36-inch Concrete Pipe | 270 lin. ft. | 8.50 | 2,295.00 |
| 42-inch Concrete Pipe | 90 lin. ft. | 12.50 | 1,125.00 |
| 22-inch Arch Type Corrugated Metal Pipe | 120 lin. ft. | 4.50 | 540.00 |
| 29-inch Arch Type Corrugated Metal Pipe | 50 lin. ft. | 6.00 | 300.00 |
| 21-inch Metal End Sections | 18 only | 55.00 | 990.00 |
| 24-inch Metal End Sections | 10 only | 65.00 | 650.00 |
| 30-inch Metal End Sections | 24 only | 85.00 | 2,040.00 |
| 8-inch Sewer Pipe | 2,400 lin. ft. | 1.80 | 4,320.00 |
| 12-inch Sewer Pipe | 2,650 lin. ft. | 2.00 | 5,300.00 |
| 15-inch Sewer Pipe | 160 lin. ft. | 3.00 | 480.00 |
| 18-inch Sewer Pipe | 110 lin. ft. | 3.25 | 357.50 |
| 24-inch Sewer Pipe | 1,960 lin. ft. | 5.00 | 9,800.00 |
| 30-inch Sewer Pipe | 500 lin. ft. | 7.00 | 3,500.00 |

| | | | | |
|---|---|---|---|---|
| Concrete Manholes | 8 | only | $275.00 | $ 2,200.00 |
| Concrete Catch Basins | 30 | only | 80.00 | 2,400.00 |
| Concrete Inlets | 14 | only | 60.00 | 840.00 |
| Class "A" Concrete in Box Culverts | 300 | cu. yds. | 48.00 | 14,400.00 |
| Metal Reinforcement in Box Culverts | 46,000 | lbs. | 0.14 | 6,440.00 |
| Concrete Curbs and Gutters | 170 | cu. yds. | 45.00 | 7,650.00 |
| Type 2 Fence | 1,200 | rods | 4.50 | 5,400.00 |
| Loose Riprap | 260 | cu. yds. | 6.00 | 1,560.00 |
| Coarse Crushed Material in Base | 11,600 | cu. yds. | 2.25 | 26,100.00 |
| 3/4" - 0 Material in Base | 2,000 | cu. yds. | 2.50 | 5,000.00 |
| Sprinkling | 500 | M-gals. | 2.50 | 1,250.00 |
| Preparation of Base (20%) | All | Required | | 100.00 |
| 3/4" - 0 Material in Binder Course | 180 | cu. yds. | 3.50 | 630.00 |
| RC-3 Asphalt | 30 | tons | 47.00 | 1,410.00 |
| Class "B" Asphaltic | 3,700 | tons | 6.00 | 22,200.00 |
| RS-1 Asphalt in Tack Coat | 6 | tons | 52.00 | 312.00 |
| Furnishing and Placing Aggregates | 90 | cu. yds. | 4.50 | 405.00 |
| 120-150 Asphalt | 6 | tons | 47.00 | 282.00 |
| RS-1 Asphalt | 2 | tons | 52.00 | 104.00 |
| Structural Excavation | 44 | cu. yds. | 10.00 | 440.00 |
| Class "A" Concrete in Underpass | 65 | cu. Yds. | 65.00 | 4,225.00 |
| Metal Reinforcement in Underpass | 10,000 | lbs. | 0.14 | 1,400.00 |
| Tile Lining | 130 | sq. yds. | 4.00 | 520.00 |
| Membrane Waterproofing | 170 | sq. yds. | 7.00 | 1,190.00 |
| Electrical Work | All | Required | | 500.00 |
| | | | | $509,225.00 |
| Flagging (57½% of Contractor's Cost) | All | Required | | 3,500.00 |
| | Subtotal | | | $512,725.00 |
| | 10% Engr. & Cont. | | | 51,272.50 |
| | Total | | | $563,997.50 |

Length of Roadway - - - - - - - - - - 1.875 Miles
Length of 6 Strustures- - - - - - - - 0.076 Mile (Southbound Lane)
Total Length- - - - - - - - - - - - - 1.951 Miles
Cost of Roadway Per Mile- - - - - - - $300,798.66

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 13,000.00 | $ 11,000.00 | $ 2,000.00 |
| Roadway | 563,997.50 | 521,000.00 | 42,997.50 |
| | $576,997.50 | $532,000.00 | $44,997.50 |

Oregon State Highway Department

Federal Aid
Project No. I-328(3)

## SOUTH UNIT, S.P.R.R. OVERCROSSING-SANTIAM JUNCTION SECTION OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 26, 1957

Type Code P.E.

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All | Required | | $13,000.00 |

Type Code 0010
Roadway (Sta. 1027+00 to Sta. 1130+00)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required (90%) | | $ 9,000.00 |
| Removal of Highway Curbs | 2,000 | lin.ft. | $ 0.35 | 700.00 |
| Removal of Catch Basins | 8 | only | 20.00 | 160.00 |
| Drainage Excavation, Unclassified | 7,300 | cu.yds. | 2.00 | 18,250.00 |
| Special Borrow Excavation, Location "B", Unclassified | 412,000 | cu.yds. | 0.30 | 123,600.00 |
| Special Borrow Excavation, Location "C", Unclassified | 116,200 | cu.yds. | 0.30 | 34,860.00 |
| General Excavation, Unclassified | 104,600 | cu.yd. | 0.27 | 28,242.00 |
| Short Overhaul | 3,088,000 | yd.st. | 0.01 | 30,880.00 |
| Long Overhaul | 105,600 | C-yd.st. | 0.40 | 42,240.00 |
| Blade Grader | 70 | hours | 12.50 | 875.00 |
| Tractor and Dozer | 70 | hours | 15.00 | 1,050.00 |
| Loading and Placing Topsoil | 17,000 | cu.yds. | 1.25 | 21,250.00 |
| Finishing Roadbed and Slopes | All | Required | | 6,000.00 |
| 18-inch Corrugated Metal Pipe | 240 | lin.ft. | 4.25 | 1,020.00 |
| 12-inch Concrete Pipe | 1,400 | lin.ft. | 2.00 | 2,800.00 |
| 15-inch Concrete Pipe | 770 | lin.ft. | 3.25 | 2,502.50 |
| 18-inch Concrete Pipe | 1,270 | lin.ft. | 3.50 | 4,445.00 |
| 24-inch Concrete Pipe | 2,410 | lin.ft. | 4.50 | 10,845.00 |
| 30-inch Concrete Pipe | 30 | lin.ft. | 7.00 | 210.00 |
| 36-inch Concrete Pipe | 270 | lin.ft. | 8.50 | 2,295.00 |
| 42-inch Concrete Pipe | 90 | lin.ft. | 12.50 | 1,125.00 |
| 22-inch Arch Type Corrugated Metal Pipe | 120 | lin.ft. | 4.50 | 540.00 |
| 29-inch Arch Type Corrugated Metal Pipe | 50 | lin.ft. | 6.00 | 300.00 |
| 21-inch Metal End Sections | 18 | only | 55.00 | 990.00 |
| 24-inch Metal End Sections | 10 | only | 65.00 | 650.00 |
| 30-inch Metal End Sections | 24 | only | 85.00 | 2,040.00 |
| 8-inch Sewer Pipe | 2,400 | lin.ft. | 1.80 | 4,320.00 |
| 12-inch Sewer Pipe | 2,650 | lin.ft. | 2.00 | 5,300.00 |
| 15-inch Sewer Pipe | 160 | lin.ft. | 3.00 | 480.00 |
| 18-inch Sewer Pipe | 110 | lin.ft. | 3.25 | 357.50 |
| 24-inch Sewer Pipe | 1,960 | lin.ft. | 5.00 | 9,800.00 |
| 30-inch Sewer Pipe | 500 | lin.ft. | 7.00 | 3,500.00 |
| Concrete Manholes | 8 | only | 275.00 | 2,200.00 |

|  |  |  |  |
|---|---|---|---|
| Concrete Catch Basins | 30 only | $80.00 | $ 2,400.00 |
| Concrete Inlets | 14 only | 60.00 | 840.00 |
| Class "A" Concrete in Box Culverts | 300 cu. yds. | 48.00 | 14,400.00 |
| Metal Reinforcement in Box Culverts | 46,000 lbs. | 0.14 | 6,440.00 |
| Concrete Curbs and Gutters | 170 cu. yds. | 45.00 | 7,650.00 |
| Type 2 Fence | 1,200 rods | 4.50 | 5,400.00 |
| Loose Riprap | 260 cu. yds. | 6.00 | 1,560.00 |
| Coarse Crushed Material in Base | 11,600 cu. yds. | 2.25 | 26,100.00 |
| 3/4" - 0 Material in Base | 2,000 cu. yds. | 2.50 | 5,000.00 |
| Sprinkling | 500 M-gals. | 2.50 | 1,250.00 |
| Preparation of Base (20%) | All Required |  | 100.00 |
| 3/4" - 0 Material in Binder Course | 180 cu. yds. | 3.50 | 630.00 |
| RC-3 Asphalt | 30 tons | 47.00 | 1,410.00 |
| Class "B" Asphaltic Concrete | 3,700 tons | 6.00 | 22,200.00 |
| RS-1 Asphalt in Tack Coat | 6 tons | 52.00 | 312.00 |
| Furnishing and Placing Aggregates | 90 cu. yds. | 4.50 | 405.00 |
| 120-150 Asphalt | 6 tons | 47.00 | 282.00 |
| RS-1 Asphalt | 2 tons | 52.00 | 104.00 |
| Structural Excavation | 44 cu. yds. | 10.00 | 440.00 |
| Class "A" Concrete in Underpass | 65 cu. yds. | 65.00 | 4,225.00 |
| Metal Reinforcement in Underpass | 10,000 lbs. | 0.14 | 1,400.00 |
| Tile Lining | 130 sq. yds. | 4.00 | 520.00 |
| Membrane Waterproofing | 170 sq. yds. | 7.00 | 1,190.00 |
| Electrical Work | All Required |  | 500.00 |
|  |  |  | $477,585.00 |
| Flagging (57½% of Contractor's Cost) | All Required |  | 3,500.00 |
|  |  | Subtotal | $481,085.00 |
|  |  | 10% Engr.& Cont. | 48,108.50 |
|  |  | Total | $529,193.50 |

Length of Roadway- - - - - - - - - - - - - - - - - -1.875 Miles
Length of 6 Structures - - - - - - - - - - - - - - -0.076 Mile (Southbound Lane)
Total Length - - - - - - - - - - - - - - - - - - - -1.951 Miles
Cost of Roadway Per Mile - - - - - - - - - - - - - -$282,236.53

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 13,000.00 | $ 11,000.00 | $ 2,000.00 |
| Roadway | 529,193.50 | 488,900.00 | 40,293.50 |
|  | $542,193.50 | $499,900.00 | $42,293.50 |

Oregon State Highway Department

Federal Aid
Project No. I-5-4(12)233
(Old) I-328(3)

## SOUTH UNIT, S.P.R.R. OVERCROSSING - SANTIAM JUNCTION SECTION OF THE PACIFIC HIGHWAY

## IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 20, 1958

Type Code P. E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $13,000.00 |

Type Code 0010
Roadway (Sta 1027+00 to Sta 1130+00)(Contract No. 5024)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required (90%) | | $22,500.00 |
| Removal of Highway Curbs | 2,000 | lin.ft. | $ 0.50 | 1,000.00 |
| Removal of Catch Basins | 8 | only | 25.00 | 200.00 |
| Drainage Excavation Unclassified | 7,300 | cu.yds | 2.00 | 14,600.00 |
| Special Borrow Excavation, Location "B" Unclassified | 412,000 | cu.yds | 0.35 | 144,200.00 |
| Special Borrow Excavation, Location "C" Unclassified | 116,200 | cu.yds | 0.28 | 32,536.00 |
| General Excavation, Unclassified | 104,600 | cu.yds | 0.28 | 29,288.00 |
| Short Overhaul | 3,088,000 | yd.sta. | 0.01 | 30,880.00 |
| Long Overhaul | 105,600 | C-yd.stas. | 0.40 | 42,240.00 |
| Blade Grader | 280 | hours | 15.00 | 4,200.00 |
| Tractor and Dozer | 280 | hours | 15.00 | 4,200.00 |
| Loading and Placing Topsoil | 17,000 | cu.yds. | 1.25 | 21,250.00 |
| Finishing Roadbed and Slopes | All | Required | | 5,000.00 |
| 18 Inch Corrugated Metal Pipe | 240 | lin.ft. | 4.90 | 1,176.00 |
| 12 Inch Concrete Pipe | 1,400 | lin.ft. | 2.60 | 3,640.00 |
| 15 Inch Concrete Pipe | 770 | lin.ft. | 3.50 | 2,695.00 |
| 18 Inch Concrete Pipe | 1,270 | lin.ft. | 3.75 | 4,762.50 |
| 24 Inch Concrete Pipe | 2,410 | lin.ft. | 5.40 | 13,014.00 |
| 30 Inch Concrete Pipe | 30 | lin.ft. | 7.20 | 216.00 |
| 36 Inch Concrete Pipe | 270 | lin.ft. | 8.45 | 2,281.50 |
| 42 Inch Concrete Pipe | 90 | lin.ft. | 10.70 | 963.00 |

South Unit, S.P.R.R. Overcrossing - Santiam Section

Project No. I-5-4(12)233
(Old) I-328(3)

| | | | | |
|---|---|---|---|---|
| 22 Inch Arch Type Corrugated Metal Pipe | 120 | lin.ft. | $ 5.20 | $ 624.00 |
| 29 Inch Arch Type Corrugated Metal Pipe | 50 | lin.ft. | 8.00 | 400.00 |
| 21 Inch Metal End Sections | 18 | only | 52.00 | 936.00 |
| 24 Inch Metal End Sections | 10 | only | 68.75 | 687.50 |
| 30 Inch Metal End Sections | 24 | only | 106.00 | 2,544.00 |
| 8 Inch Sewer Pipe | 2,400 | lin.ft. | 1.50 | 3,600.00 |
| 12 Inch Sewer Pipe | 2,650 | lin.ft. | 1.90 | 5,035.00 |
| 15 Inch Sewer Pipe | 160 | lin.ft. | 2.45 | 392.00 |
| 18 Inch Sewer Pipe | 110 | lin.ft. | 2.80 | 308.00 |
| 24 Inch Sewer Pipe | 1,960 | lin.ft. | 4.80 | 9,408.00 |
| 30 Inch Sewer Pipe | 500 | lin.ft. | 6.60 | 3,300.00 |
| Concrete Manholes | 8 | only | 330.00 | 2,640.00 |
| Concrete Catch Basins | 30 | only | 66.00 | 1,980.00 |
| Concrete Inlets | 14 | only | 66.00 | 924.00 |
| Class "A" Concrete in Box Culverts | 300 | cu.yds. | 51.70 | 15,510.00 |
| Metal Reinforcement in Box Culverts | 46,000 | lbs. | 0.14 | 6,440.00 |
| Concrete Curbs and Gutters | 170 | cu.yds. | 50.00 | 8,500.00 |
| Type 2 Fence | 1,200 | rods | 5.40 | 6,480.00 |
| Loose Riprap | 260 | cu.yds. | 5.00 | 1,300.00 |
| Coarse Crushed Material in Base | 11,600 | cu.yds. | 2.25 | 26,100.00 |
| 3/4" - 0 Material in Base | 2,000 | cu.yds. | 2.55 | 5,100.00 |
| Sprinkling | 500 | M-gals. | 3.00 | 1,500.00 |
| Preparation of Base (20%) | All | Required | | 300.00 |
| 3/4" - 0 Material in Binder Course | 180 | cu.yds. | 4.25 | 765.00 |
| RC-3 Asphalt | 30 | tons | 40.00 | 1,200.00 |
| Class "B" Asphaltic | 3,700 | tons | 6.50 | 24,050.00 |
| RS-1 Asphalt in Tack Coat | 6 | tons | 90.00 | 540.00 |
| Furnishing and Placing Aggregates | 90 | cu.yds. | 4.25 | 382.50 |
| 120-150 Asphalt | 6 | tons | 40.00 | 240.00 |
| RS-1 Asphalt | 2 | tons | 50.00 | 100.00 |
| Structural Excavation | 44 | cu.yds. | 5.00 | 220.00 |
| Class "A" Concrete in Underpass | 65 | cu.yds | 66.00 | 4,290.00 |
| Metal Reinforcement in Underpass | 10,000 | lbs. | 0.14 | 1,400.00 |
| Tile Lining | 130 | sq.yds. | 20.00 | 2,600.00 |
| Membrane Waterproofing | 170 | sq.yds. | 4.00 | 680.00 |
| Electrical Work | All | Required | | 110.00 |
| | | | | $ 521,428.00 |
| Flagging (57½% of Contractor's Cost) | All | Required | | 3,500.00 |
| | | Subtotal | | $ 524,928.00 |
| | | 10% Engr. and Cont. | | 52,492.80 |
| | | | Total | $ 577,420.80 |

## ALTERNATE "B"

**Type Code X021**
**Cox Creek Bridge (Sta. 1085+88.79 to Sta. 1086+64.79)(N. B. Lane)**

(Contract No. 5018)

| | | | |
|---|---|---|---|
| Structural Excavation | 16 cu.yds. | $ 2.50 | $ 40.00 |
| Furnish Concrete Piling | 264 lin.ft. | 5.50 | 1,452.00 |
| Drive Concrete Piles | 22 only | 40.00 | 880.00 |
| Class "A" Concrete | 214 cu.yds | 60.00 | 12,840.00 |
| Metal Reinforcement | 64,300 lbs. | 0.135 | 8,680.50 |
| | | | $ 23,892.50 |

**Type Code X021**
**Cox Creek Bridge (Sta. 1085+43.21 to Sta. 1086+19.21)(S. B. Lane)**

(Contract No. 5018)

| | | | |
|---|---|---|---|
| Structural Excavation | 13 cu.yds. | $ 2.50 | $ 32.50 |
| Furnish Concrete Piling | 216 lin. ft. | 5.50 | 1,188.00 |
| Drive Concrete Piles | 18 only | 40.00 | 720.00 |
| Class "A" Concrete | 183 cu.yds | 60.00 | 10,980.00 |
| Metal Reinforcement | 54,700 lbs. | 0.135 | 7,384.50 |
| | | | $20,305.00 |

**Type Code X021**
**Cox Creek (Frontage Road) Bridge (Sta."AR" 95+57.521 to Sta. "AR" 96+02.479)**

| | | | |
|---|---|---|---|
| Class "A" Concrete | 9 cu.yds | $ 70.00 | $ 630.00 |
| Metal Reinforcement | 3,800 lbs. | 0.13 | 494.00 |
| Furnish Treated Timber Piling | 140 lin.ft | 1.50 | 210.00 |
| Drive Timber Piles | 4 only | 100.00 | 400.00 |
| Treated Timber | 1.2 M-FBM | 350.00 | 420.00 |
| | | | $ 2,154.00 |

**Type Code X221**
**S. Santiam Highway Undercrossing (Sta. 1107+99.84)**

| | | | |
|---|---|---|---|
| Structural Excavation | 1,800 cu.yds. | $ 6.00 | $ 10,800.00 |
| Class "A" Concrete | 1,530 cu.yds. | 70.00 | 107,100.00 |
| Metal Reinforcement | 354,000 lbs. | 0.13 | 46,020.00 |

| | | | |
|---|---|---|---|
| Metal Rail | 635 lin.ft. | $ 10.00 | $ 6,350.00 |
| 8 Inch Metal Drain Pipe | 230 lin.ft. | 4.00 | 920.00 |
| Furnish Steel Piling | 560 lin.ft. | 5.00 | 2,800.00 |
| Drive Steel Piles | 14 only | 100.00 | 1,400.00 |
| Concrete Slab Riprap | 750 sq.yds. | 11.00 | 8,250.00 |
| | | | $183,640.00 |

## Albany Interchange Structures

**Type Code X221**
**Structure "A" (Sta. LN 1053+92.45 to Sta. LN 1055+17.45)**

| | | | |
|---|---|---|---|
| Structural Excavation | 360 cu.yds. | $ 8.00 | $ 2,880.00 |
| Furnish Steel Piling | 480 lin.ft. | 5.00 | 2,400.00 |
| Drive Steel Piles | 12 only | 70.00 | 840.00 |
| Class "A" Concrete | 257 cu.yds. | 68.00 | 17,476.00 |
| Metal Reinforcement | 69,500 lbs. | 0.13 | 9,035.00 |
| Concrete Slab Riprap | 250 sq.yds. | 11.00 | 2,750.00 |
| 8 Inch Metal Drains | 55 lin.ft. | 4.00 | 220.00 |
| | | | $35,601.00 |

**Type Code X221**
**Structure "B" (Sta. LN 1056+66.02 to Sta. 1058+73.02)**

| | | | |
|---|---|---|---|
| Structural Excavation | 290 cu.yds. | $ 8.00 | $ 2,320.00 |
| Furnish Steel Piling | 450 lin.ft. | 5.00 | 2,250.00 |
| Drive Steel Piles | 15 only | 70.00 | 1,050.00 |
| Class "A" Concrete | 456 cu.yds | 68.00 | 31,008.00 |
| Metal Reinforcement | 120,000 lbs. | 0.13 | 15,600.00 |
| Concrete Slab Riprap | 525 sq.yds. | 11.00 | 5,775.00 |
| 8 Inch Metal Drain Pipe | 110 lin.ft. | 4.00 | 440.00 |
| | | | $58,443.00 |

**Type Code X221**
**Structure "C" (Sta. LS 1054+37.69 to Sta. 1055+76.69)**

| | | | |
|---|---|---|---|
| Structural Excavation | 260 cu.yds. | $ 8.00 | $ 2,080.00 |
| Furnish Steel Piling | 480 lin.ft. | 5.00 | 2,400.00 |
| Drive Steel Piles | 12 only | 70.00 | 840.00 |
| Class "A" Concrete | 271 cu.yds. | 68.00 | 18,428.00 |
| Metal Reinforcement | 79,000 lbs. | 0.13 | 10,270.00 |
| Concrete Slab Riprap | 310 sq.yds. | 11.00 | 3,410.00 |
| 8 Inch Metal Drain Pipe | 55 lin.ft. | 4.00 | 220.00 |
| | | | $37,648.00 |

Type Code X221
Structure "D" (Sta. LS 1057+53.26 to Sta. 1059+47.26)

| | | | |
|---|---|---|---|
| Structural Excavation | 450 cu.yds. | $ 8.00 | $ 3,600.00 |
| Furnish Steel Piling | 605 lin.ft | 5.00 | 3,025.00 |
| Drive Steel Piles | 15 only | 70.00 | 1,050.00 |
| Class "A" Concrete | 442 cu.yds. | 68.00 | 30,056.00 |
| Metal Reinforcement | 105,200 lbs. | 0.13 | 13,676.00 |
| Concrete Slab Riprap | 525 sq.yds. | 11.00 | 5,775.00 |
| 8 Inch Metal Drain Pipe | 55 lin.ft. | 4.00 | 220.00 |
| | | | $57,402.00 |

Type Code X221
Structure "E" (Sta. B 19+05.50 to Sta. B 19+35.50)

| | | | |
|---|---|---|---|
| Structural Excavation | 240 cu.yds. | $ 8.00 | $ 1,920.00 |
| Furnish Steel Piling | 360 lin.ft. | 5.00 | 1,800.00 |
| Drive Steel Piles | 12 only | 70.00 | 840.00 |
| Class "A" Concrete | 260 cu.yds | 68.00 | 17,680.00 |
| Metal Reinforcement | 77,300 lbs. | 0.13 | 10,049.00 |
| Concrete Slab Riprap | 380 sq.yds. | 11.00 | 4,180.00 |
| 8 Inch Metal Drain Pipe | 55 lin.ft. | 4.00 | 220.00 |
| | | | $36,689.00 |

| | | |
|---|---|---|
| (Using Alternate "B") | Subtotal | $455,774.50 |
| 10% Engr. and Cont. | | 45,577.45 |
| | Total | $501,351.95 |

Length of Roadway ....................1.874 Miles
Length of 6 Structures................0.077 Miles (South Bound Lane)
Total Length..........................1.951 Miles
Cost of Roadway Per Mile..............$308,122.09

South Unit, S.P.R.R. Overcrossing -
Santiam Junction Section

Project No. I-5-4(12)233
(Old) I-328(3)

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 13,000.00 | $ 11,000.00 | $ 2,000.00 |
| Roadway | 577,420.80 | 533,000.00 | 44,420.80 |
| Structures * | 501,351.95 | 463,000.00 | 38,351.95 |
| | $1,091,772.75 | $1,007,000.00 | $84,772.75 |

* Using Alternate "B"

RECEIVED
JUN 11 1958
FOR FILING

A

Albany Oregon

May 31 1958

I-328(3) Roy L. Houk Construction Co.

Salem Oregon

5024 Attention Roy L. Houk Jr.

Dear Mr. Houk.

As many months have past since working out an agreement for a cash settlement for the damages to the Albany Gun Club in lieu of mooving it to the inadequate area proposed by the state Highway commission & the city of Albany at their Airport, Considerable presure is being brought on me by the other members of the board of Directors.

It is now essential that we recieve your check for the One Thousand Dollars ($1,000.00) agreed on last fall without delay.

Your bookKeeper called about it last fall & said that he would complete any details that might be nessary.

Make your check payable to the Albany Gun Club & send to me at the following address.

Sincerely.

Herman Moritz

3735 Geary St.

Albany Oregon

Copy To

Oregon State Highway Comm.

RECEIVED
JUN 3 1958
OREGON
STATE HIGHWAY COMMISSION

Copy to Holt Haight
Edwards

NOTED
FORREST COOPER

RECEIVED
MAR 5 • 1958

FOR FILING

I 33(3)

5024

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 26, 1958

SUBJECT: S. Unit, S.P.R.R. Overcrossing-
Santiam Junction Section
Pacific Highway
Contract No. 5024

To: Mr. Tom Edwards
Construction Engineer
Department

Attention: Mr. L. H. Young

Herewith returned the Assignment of Lease and copy of lease from the Albany Rock Products Company and Roy L. Houck and Sons covering an area for stock piling material for the subject project.

The discrepancies as mentioned in the letter from Frank C. McKinney are not objectionable and should not conflict with the progress of the project.

Discrepancy No. 1 -- The material stock piled on this property will have to be used fairly early in the summer of 1958, as it is to be placed on roads over which traffic has to be detoured before the grading can be completed. The grading extends past the date of September 30, 1958, but the mentioned surfacing will have to be placed before this date.

Discrepancy No. 2 -- We will have no occasion to stock pile material from other sources on this property.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM

NOTED
FORREST COOPER

FORM E30—80M—2-57—1476

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
February 10, 1958

**SUBJECT:** S. Unit, S. P. O'Xing-
Santiam Junction Section
Pacific Highway
Contract No. 5024

To: Forrest Cooper
Deputy State Highway Engineer

OFFICE

I have been handed the Lease and Assignment of Lease in the above entitled matter for examination.

It appears to me that the same is satisfactory and I have had Mr. Lindas accept the same on behalf of the State Highway Commission.

There are, however, two slight discrepancies of which you should be advised and which are as follows:

1. The Assignment of Lease provides that it shall be "for the duration of said contract." The terms of the lease, however, provide that the lease shall terminate on September 30, 1958. I do not have a copy of the contract so I do not know what the normal duration of the contract is, but the lease will definitely expire on the above mentioned date.

2. The lease further provides that the premises involved will be used "solely and exclusively for the purpose of storing thereon the rock products manufactured and produced by the lessor to the quantity and extent that the Lessee shall purchase and acquire the same of and from the lessor." With this provision in the lease, we cannot stockpile on this property roadbuilding materials from any other source than the lessors'.

Frank C. McKinney
FRANK C. McKINNEY
Chief, Office Section

FCM:mmb
cc: S. N. Probert
[illegible] Lindas
Tom Edwards

CONSTRUCTION DIVISION
RECEIVED
FEB 17 1958
NOTED-- ☐ ☑ ☐ ☐ ☐
CE ACE COL

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
FEB 11 1958
OFFICE OF
STATE HIGHWAY ENGINEER

TITLE AND TRUST BUILDING

**Title and Trust**
**COMPANY**

LINN COUNTY BRANCH
Phone: WAbash 8-3301
3rd and BROADALBIN
ALBANY, OREGON

January 24, 1958

J. K. Weatherford
Albany, Oregon

**PRELIMINARY REPORT ONLY**
**No liability is assumed hereunder until full policy premium has been paid.**

Dear Sir:

**We are prepared to issue title insurance policy in the usual form insuring the title to the land described on the attached description sheet:**

**Vestee:** ELMER E. PROPST and EVA ANNA PROPST, fee simple estate as tenants by the entirety.

**Dated as of** January 23, 1958 **at 8:00 a.m.**

TITLE AND TRUST COMPANY
By
Wallace W. Bohning
Branch Manager

**Subject to the usual printed exceptions and stipulations.**

1. 1957-58 taxes, $165.01, ¼ paid.

2. Rights of the public in and to that portion of said premises lying in roads and highways.

3. Easement, including the terms and provisions thereof, from Elmer E. Propst, et ux to Pacific Telephone & Telegraph Co. recorded April 3, 1942 in Book 158, page 19, Deed Records.

4. Right, title and interest of "Albany Rock Products", who appears on the tax roll as agent.

**Report No.** LN-32-883

WES:am

TITLE AND TRUST BUILDING

**Title and Trust**
**COMPANY**

LINN COUNTY BRANCH
Phone: WAbash 8-3301
3rd and BROADALBIN
ALBANY, OREGON

January 24, 1958

J. K. Weatherford
Albany, Oregon

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**Vestee:** ELMER E. PROPST and EVA ANNA PROPST, fee simple estate as tenants by the entirety.

**Dated as of** January 23, 1958 **at 8:00 a.m.**

TITLE AND TRUST COMPANY
By
Wallace W. Bohning
Branch Manager

**Subject to the usual printed exceptions and stipulations.**

1. 1957-58 taxes, $165.01, ½ paid.

2. Rights of the public in and to that portion of said premises lying in roads and highways.

3. Easement, including the terms and provisions thereof, from Elmer E. Propst, et ux to Pacific Telephone & Telegraph Co. recorded April 3, 1942 in Book 158, page 19, Deed Records.

4. Right, title and interest of "Albany Rock Products", who appears on the tax roll as agent.

**Report No.** LN-32-883

WES:am

## DESCRIPTION SHEET

See page 1 for vesting and encumbrances, if any.

Description of the tract of land which is the subject of this report:

The following described real property situated in the County of Linn and State of Oregon, to-wit: Beginning at a point South 4°30' West 1580.43 feet and west 1087.31 feet and south 1494.86 feet from a point on the south line of and North 89°57' West 1654.33 feet from the southeast corner of the Matthew C. Chambers D.L.C. #40, T. 11 S., R. 3 W., W.M.; thence North 4°30' East 1050 feet; thence North 88°9' East 225 feet; thence South 4°30' West 1050 feet; thence South 88°9' West 225 feet to the place of beginning. -----

Report No. LN-32-883

# RELEASE OF EQUITY IN REAL PROPERTY

For and in consideration of the sum of One Dollar ($1.00) to them paid by Glen O. Stevenson and Margaret E. Stevenson, his wife, the receipt of which is hereby acknowledged, Jack R. Taggart and Henrietta M. Taggart, his wife, do hereby sell, transfer, assign, set over and release unto the said Glen O. Stevenson and Margaret E. Stevenson all their right, title, interest and equity in and to real property in Linn County, Oregon, more particularly described as follows:

> Beginning south 1494.86 feet from a point on the South line of and North 89°57' West 1654.33 feet from the Southeast corner of the Matthew C. Chambers D.L.C. #40, in Township 11 South, Range 3 West of the Willamette Meridian in Linn County, Oregon; running thence West 1087.31 feet; thence South 4° 30' West 1580.43 feet to the North right-of-way line of the South Santiam Highway; thence North 88° 09' East along said right-of-way 1206.12 feet; thence North 0° 13' East 1536.65 feet to the place of beginning, and containing 40.91 acres, more or less, of which 0.91 acres lies in the County Road. Subject to the rights of the public in the use of said County road.

The equity of the said Jack R. Taggart and Henrietta M. Taggart in the heretobefore described real property is being purchased from the said Jack R. Taggart and Henrietta M. Taggart by the said Glen O. Stevenson and Margaret E. Stevenson together with certain personal property under an executory contract of sale dated December 31, 1955.

IN WITNESS WHEREOF, we have set our hands and seals this 22nd day of January, 1958.

Jack R. Taggart SEAL

Henrietta M. Taggart SEAL

# ASSIGNMENT OF LEASE

For value received Roy L. Houck & Sons,
Name

contractor on highway (bridge) construction contract No. 5024, does hereby sell, transfer, assign, and set over to the Oregon State Highway Commission, for the duration of said contract, all its right, title, and interest in and to the lease affixed hereto, reserving the right to go upon and use the leased premises for the purposes of said contract, and, further, does agree to indemnify and hold harmless the said Highway Commission, its members, officers, employees, and agents against any and all claims or damages which may result from the use of the property covered by said lease during the term of this assignment.

Attachments:

1. Copy of lease from Albany Rock Products (lessor) to Roy L. Houck & Sons (contractor-lessee) dated 1/29/58, covering a parcel of land in Section _____, Township 11S., Range 3 W, W.M., Linn County, Oregon.
2. Title report of lessor.

1/30/58
Date

R L Houck & Sons
Contractor

Salem, Oregon
Place

By R L Houck

STATE OF OREGON
County of Marion } ss.

On this 30th day of January, 1958, personally came before me, a Notary Public in and for said county and state, the within named R. L. Houck to me personally known to be the identical person__ described in, and who executed, the within instrument, and who each personally acknowledged to me that he executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

Notary Public for Oregon

My commission expires MY COMMISSION EXPIRES JUNE 22, 19[illegible]

---

ACCEPTANCE RECOMMENDED:

Deputy State Highway Engineer

ACCEPTED, on behalf of the
State Highway Commission

Chief Counsel

# ASSIGNMENT

In consideration of the sum of One Dollar and other valuable consideration to the undersigned in hand paid, the undersigned being the contract purchasers in that certain contract entered into on July 1st, 1954, wherein Elmer E. Propst et ux were sellers and J. R. Taggard et ux and M. O. Salmon et ux were purchasers, do hereby assign, set over and transfer unto Albany Rock Products, a co-partnership, all our right, title, interest, claim and estate in and to said contract and the real premises therein described, and do covenant with said Albany Rock Products that we are the owners and holders of said contract as purchasers therein and that no other person, firm or corporation has any interest therein as a purchaser, and the assignors Glen O. Stevenson and Margaret E. Stevenson do covenant that they are the owners and holders and successors to the share and interest of J. R. Taggard et ux in and to said contract and the undersigned do further covenant and agree that said contract is in full force and effect.

IN WITNESS WHEREOF we have hereunto set our hands and seals this __ day of January, 1958.

Glen Stevenson (SEAL)

Margaret E. Stevenson (SEAL)

M. O. Salmon (SEAL)

Harriet [illegible] (SEAL)

THIS AGREEMENT made and entered into this 29 day of January, 1958, by and between ALBANY ROCK PRODUCTS, a copartnership, hereinafter termed "lessor," and ROY L. HOUCK & SONS, ~~INC.~~, ~~an Oregon corporation~~ a Partnership, T.D.S M.E.A. hereinafter termed "lessee,"

WITNESSETH:

The lessor hereby lets and leases unto the lessee, and the lessee does hereby take and rent of the lessor the following described premises, to-wit:

> Beginning at a point South 4°30' West 1580.43 feet and West 1087.31 feet and South 1494.86 feet from a point on the South line of and North 89°57' West 1654.33 feet from the southeast corner of the Matthew C. Chambers DLC#40, in T. 11 S., R. 3 W., W.M., Linn County, Oregon; running thence North 4°30' East 1050 feet; thence North 88°9' East 225 feet; thence South 4°30' West 1050 feet; thence South 88°9' West 225 feet to the place of beginning. All lying and being situate in Linn County, State of Oregon.

TERM:

The term of this lease shall be as follows: Commencing as of date hereof to and including September 30th, 1958.

RENTAL:

The lessor reserves and the lessee agrees to pay as rental for said premises the sum of One Dollar, the receipt of which sum is hereby acknowledged.

LESSOR'S COVENANTS:

The lessor covenants and agrees as follows:

(1) That upon the performance of the terms and agreements herein contained to be kept and performed by the lessee, the lessee shall have quiet and peaceful possession of the premises.

LESSEE'S COVENANTS:

The lessee covenants and agrees as follows:

(1) That it will use said premises solely and exclusively for the purpose of storing thereon the rock products manufactured and produced by the lessor to the quantity and extent that the said lessee shall purchase and acquire the same of and from the lessor.

(2) That upon the expiration of the term of this lease it will promptly remove all equipment placed upon said premises by said lessee for the handling and storing and removal of said rock products.

IN WITNESS WHEREOF the parties have hereunto set their hands and seals this day and date first hereinabove written.

ALBANY ROCK PRODUCTS
BY M. C. Salmon (SEAL)

ROY L. HOUCK & SONS, Gen ~~INC~~.
M. C. S
BY R Houck (SEAL)

We, the undersigned, being the record owners of the title to the premises described above and being the contract sellers of said premises under and by virtue of a contract of sale entered into under date of 1st of July, 1954, wherein J. R. Taggard et al are purchasers and which said contract of sale has been by said purchasers assigned to the Albany Rock Products, a copartnership, do hereby consent to the leasing of said premises described hereinabove unto Roy L. Houck & Sons, Inc., said consent, however, being conditioned uponthe contract purchasers hereinabove referred to performing and complying with the terms and provisions of said contract.

DATED this 29 day of January, 1958.

Elmer E. Propst (SEAL)
E. Anna Propst (SEAL)

RECEIVED
FEB 11 1958
FORM 230—30M—6-57—1476
FOR FILING

[illegible]

5-24

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
February 10, 1958

**SUBJECT:** S. Unit, S. P. O'Xing-
Santiam Junction Section
Pacific Highway
Contract No. 5024

To: Forrest Cooper
Deputy State Highway Engineer

OFFICE

NOTED
H. B. GLAISYER

I have been handed the Lease and Assignment of Lease in the above entitled matter for examination.

It appears to me that the same is satisfactory and I have had Mr. Lindas accept the same on behalf of the State Highway Commission.

There are, however, two slight discrepancies of which you should be advised and which are as follows:

1. The Assignment of Lease provides that it shall be "for the duration of said contract." The terms of the lease, however, provide that the lease shall terminate on September 30, 1956. I do not have a copy of the contract so I do not know what the normal duration of the contract is, but the lease will definitely expire on the above mentioned date.

2. The lease further provides that the premises involved will be used "solely and exclusively for the purpose of storing thereon the rock products manufactured and produced by the lessor to the quantity and extent that the Lessee shall purchase and acquire the same of and from the lessor." With this provision in the lease, we cannot stockpile on this property roadbuilding materials from any other source than the lessors'.

Frank C. McKinney
FRANK C. McKINNEY per mmb
Chief, Office Section

FCM:mmb
cc: S. H. Probert
L. I. Lindas
Tom Edwards

RECEIVED
FEB 17 1958
FOR FILING

I-2-(13)

5024

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 3, 1958

SUBJECT: S. Unit, S.P. O'King-
Santiam Junction Section
Pacific Highway
Contract No. 5024

To: Mr. Leonard I. Lindas
Chief Counsel
Office

I am forwarding herewith an Assignment of Lease from the Albany Rock Products Company and Roy L. Houck and Sons along with a preliminary title report.

Will you please determine the adequacy of these instruments with a view towards their approval so that advances may be made upon the roadbuilding materials stockpiled upon the premises described. If these instruments are satisfactory, will you please forward the same to Mr. Cooper for his approval.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

cc Forrest Cooper ✓
S. H. Probert

RECEIVED
FEB 4 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 29 1958
FOR FILING
I-328(3)
5024

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1958

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
State Highway Department
Salem, Oregon

The subcontract between Roy L. Houck and Sons and Robinson & Robinson covering Item 40 on the South Unit, S. P. Overcrossing-Santiam Junction Contract, No. 5024, Oregon I-328 (3) is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmh

cc: Forrest Cooper
C. G. Polk (2)

RECEIVED
JAN 28 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 25 1957

FOR FILING

| |
|---|
| I 328 (3) |
| |
| 5024 |

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 22, 1957

SUBJECT:

To: J. D. Walker
Division Engineer
State Highway Department
Salem, Oregon

The sub-contract between Roy L. Houck and Sons and Snook Brothers covering Items 37, 38 and 54 to 58 inclusive on the South Unit, S.P.R.R. Overcrossing-Santiam Junction, Contract 5024, Oregon I-328 (3), is approved and you may so inform the interested parties.

Four copies of the sub-contract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmh

Attachments

cc: Forrest Cooper
C. G. Polk (2)

NOTED
FORREST COOPER

RECEIVED
NOV 25 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 25 1957
FOR FILING
FORM E-30X—50M—11-55—50228

[illegible]

5024

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 22, 1957

SUBJECT:

To: J. D. Walker
Division Engineer
State Highway Department
Salem, Oregon

The sub-contract between Roy L. Houck and Sons and J. W. Hannaman Co., Inc. covering Item No. 4 on the South Unit, S.P.R.R. Overcrossing-Santiam Junction Section, Contract 5024, Oregon I-328 (3), is approved and you may so inform the interested parties.

Four copies of sub-contract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmh

Attachments

cc: Forrest Cooper
C. O. Polk (2)

[illegible]
FORREST COOPER

RECEIVED
NOV 25 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 30 1957
FOR FILING

I-3 F(2)

5-24

File

**PACIFIC POWER & LIGHT COMPANY**
**PUBLIC SERVICE BUILDING**
**PORTLAND 4, OREGON**

September 25, 1957

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

Reference is made to the letter dated July 17, 1957, by Mr. J. W. De Souza, Assistant Counsel, relating to power line adjustments, South Unit, S.P.R.R. O'xing-Santiam Junction Section of the Pacific Highway in Linn County.

An estimate has been made of the expense of relocating Pacific's poles and electrical facilities on private right of way along highway 99 between Bernard Avenue and Dunlap Avenue, Albany. The estimated expense of doing the work is $935.80. However, the billing will be made on the actual cost of the completed job.

Will you kindly send to us a letter authorizing Pacific Power & Light Company to bill the Oregon State Highway Department for the actual expense of relocating said poles and electrical facilities.

Yours very truly,

A H Prael
A. H. Prael
Right of Way Agent

AHP:bc

Send copies [illegible]

RECEIVED
SEP 23 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

E-122X 50M 5-57

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUL 18 1957
FOR FILING
I-338(3)
5624

July 17, 1957

Pacific Telephone and Telegraph Company
509 S.W. Oak Street
Portland 4, Oregon

Re: Pacific Telephone & Telegraph Co.
Telephone Line Adjustments
S. Unit, S.P.R.R. Overcrossing-
Santiam Junction Section
Pacific Highway

Gentlemen:

Bids on the above titled project will be received on July 18, 1957, and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction. These adjustments are as follows:

A buried cable crossing near Station 1027+10.

A pole line along the easterly side of the existing highway between Stations 1027 and 1056.

A buried cable along the northerly edge of Knox Butte Road.

A buried cable between a pole on the northerly side of the $F^A$ line at Station 10+50 and a pole 150 feet southwesterly of Station $W^A$4+00.

A pole line along the $K^A$ and $F^A$ lines.

A pole line along the westerly side of the Airport Road between Stations 1102 and 1110.

A pole line along the northerly side of the existing Santiam Highway, which crosses the main line near Station 1110.

NOTED
FORREST COOPER

A buried cable on the existing Santiam Highway and Spicer Road, which crosses the main line near Station 1110+50.

All the locations thus far mentioned are located on public property by permit from the State Highway Department, or by agreement with Linn County. It is the obligation of the company to make the necessary adjustments at their own expense.

> In addition, there are two buried cables, parallel and approximately 5 feet apart, which cross the main line near Station 1097+10. These lines are also crossed by the $B^5$ on-ramp leg of the Santiam Interchange and by the channel change in Cox Creek. It will be necessary to encase these cables, and possibly lower the cables in the vicinity of the Cox Creek channel change. These cables were placed on private property, an easement for which was recorded in Book 157, Page 544, and it is the obligation of the State to reimburse the company for the costs incurred in protecting and adjusting the cables.

For such of the items as have been located on public right of way, it will be your obligation to make the necessary adjustments without reimbursement. As to the facilities which are located on private property, it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the rearrangement work, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. D. C. King, Resident Engineer, Box 30, Salem, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. King.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. J. D. Walker
Mr. D. C. King

RECEIVED
JUL 18 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 25 1957
FOR FILING

[illegible] (2)

1724

523

September 24, 1957

Roy L. Houck & Sons
1585 North 20th Street
Salem, Oregon

Gentlemen:

We are in receipt of your letter of September 13 notifying us of your intent to ask for extra compensation for removal of material from Borrow Area "C", wherein you state that the requirement of the City of Albany to contour Borrow Area "C" to lines and grades other than indicated on the plans and typical sections will require you to excavate below the water table. We direct your attention to paragraphs 1 and 2 of the special provisions under "Special Requirements in Use of Special Borrow Sources", which state in part:

"Special borrow excavations shall be taken to neat lines and slopes as indicated on the plans or as directed by the engineer..." and

"It is anticipated that special borrow excavations in both special borrow areas 'B' and 'C' will require excavating in wet material. The contractor shall expect such conditions to be existent and shall be prepared to excavate materials under such conditions efficiently and without any direct, separate or additional compensation other than such as is included in the price bid for 'Special Borrow Excavation, Location 'B', Unclassified' or 'Special Borrow Excavation, Location 'C', Unclassified'."

We further direct your attention to the typical cross section shown on Sheet 2C labeled "Typical Borrow Section", wherein the depth of borrow is shown as 25 feet approximately. It would appear, therefore, that the reduction of the depth to 13 feet would be to your advantage.

We must, therefore, advise that your claim for additional compensation will be rejected.

Very truly yours,

W. C. Williams
State Highway Engineer

By: Forrest Cooper
Deputy State Highway Engineer

TE:AR   me
cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. J. D. Walker
Mr. D. C. King

FORM E30—50M—2-57—1476

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18th, 1957

**SUBJECT:**

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I have this date inspected the borrow area about which Houck has made the attached claim.

The area shown shaded in yellow on the attached Sheet 7 was that borrow area shown on the plans. To reach agreement with the City of Albany this area was enlarged somewhat on the north and east, with approximately 10% of the borrow area being outside that originally shown. The Lease and Sale from the City of Albany states that we will, insofar as practical, take our materials in such a manner as would form a lake, and: "If suitable materials are so located, State, insofar as practical, will excavate materials from the westerly portion of the tract herein described****provided, however, that nothing herein contained shall be construed to prevent State from excavating on any portion of said tract where suitable materials may be found." In accordance therewith, the area shown outlined in red and blue was worked out with the City of Albany.

The specifications on page 12 state: "Special borrow excavations shall be taken to neat lines and slopes as indicated on the plans or as directed by the engineer"; and: "It is anticipated that special borrow excavations in both special borrow areas "B" and "C" will require excavating in wet material. The contractor shall expect such conditions to be existent and shall be prepared to excavate materials under such conditions efficiently and without any direct, separate or additional compensation****." I direct your attention to the typical borrow section shown on Sheet 2C of the plans which requires excavation to a depth of 25 feet± below the original ground.

NOTED
FORREST COOPER

Forrest Cooper - 2
9/18/57

I have discussed this matter with the Houcks. I find they base their claim on a statement made to them by the Resident Engineer at the time they looked at the project. They asked Resident Engineer King specific questions as to the size of the area of the borrow pit and whether or not it could all be used. King told them it was comprised slightly in excess of 14 acres, and that as far as he knew it was all available for use. There appears to have been a serious lack of communication between the Division staff and their Resident Engineer in that the Division Engineer was completely aware of the dealings concerning borrowing to form a lake for the City of Albany.

On the basis of plans and specifications the claim appears unwarranted. On the basis of statements by the Resident Engineer the contractor may have basis for complaint. I would recommend he be forwarded the attached letter which has been prepared in rough draft.

Tom Edwards

Tom Edwards
Construction Engineer

TE:AR
Enc.

RECEIVED
[illegible] 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 590—80M—8-57—1476

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1957

SUBJECT: Contractor's Claim for Additional Compensation, Borrow Area "C"
S. Unit, S.P.R.R. Overcrossing-Santiam Jct.
Pacific Highway East
Contract No. 5024

To: Mr. Tom Edwards
Construction Engineer
Office

In regard to the claim of the contractor on the subject project asking for additional compensation for the removing of the material from Borrow Area Location "C", the following are the facts leading up to this claim.

At the time this project was let, the dealings for the acquisition of Borrow Area Location "C" were not completed. The proposed area for this borrow as shown on the plans is outlined in yellow on the accompanying Sheet #7 of the plans for this project. The property for this borrow area was acquired by the City of Albany, who subsequently gave us a "Lease and Sale of Road Materials" to be taken from this area. The property covered by this "Lease and Sale" includes the area shown on our plans, plus an additional area to the north and east shown on the accompanying Sheet #7 outlined in black pencil.

In acquiring this "Lease and Sale" from the City of Albany, it was agreed that we would, insofar as practical, take our materials in such a manner as would form a lake. The "Lease and Sale" form states: "If suitable materials are so located, State, insofar as practical, will excavate materials from the westerly portion of the tract herein described as shown on Exhibit "A" attached hereto, provided, however, that nothing herein contained shall be construed to prevent State from excavating on any portion of said tract where suitable materials may be found."

Said Exhibit "A" was the aforementioned Sheet #7, showing the borrow area as outlined in red on the accompanying sheet. It also had a typical section shown as shown on the accompanying sheet. This typical section shows a depth of 13 feet, which the City of Albany agreed was adequate for a lake. The plans for this project show a typical borrow section of a depth of 25 feet plus or minus. See attached Sheet #2C.

The special provisions for this project state in regard to special requirements in use of special borrow sources:

"Special borrow excavations shall be taken to neat lines and slopes as indicated on the plans or as directed by the engineer; also, in operating in special borrow areas "B" and "C" the contractor shall provide by-pass channels for water from Cox Creek to maintain normal water flow into Waverly Lake at all times. Should water be pumped from borrow pits and returned to Cox Creek, reasonable care shall be exercised to keep the water as free as possible from silt.

"It is anticipated that special borrow excavations in both special borrow areas "B" and "C" will require excavating in wet material. The contractor shall expect such conditions to be existent and shall be prepared to excavate materials under such conditions efficiently and without any direct, separate or additional compensation other than such as is included in the price bid for "Special Borrow Excavation, Location 'B', Unclassified" or "Special Borrow Excavation, Location 'C', Unclassified"."

I do not know where the contractor got the idea he could hold the excavation in Borrow "C" to a maximum depth of 7 feet or above the water table. The plans and specifications both clearly state otherwise. The contractor's bid price would indicate he had anticipated such to be the case, as his unit bid price was 7 cents per cubic yard cheaper for Location "C" than for Location "B".

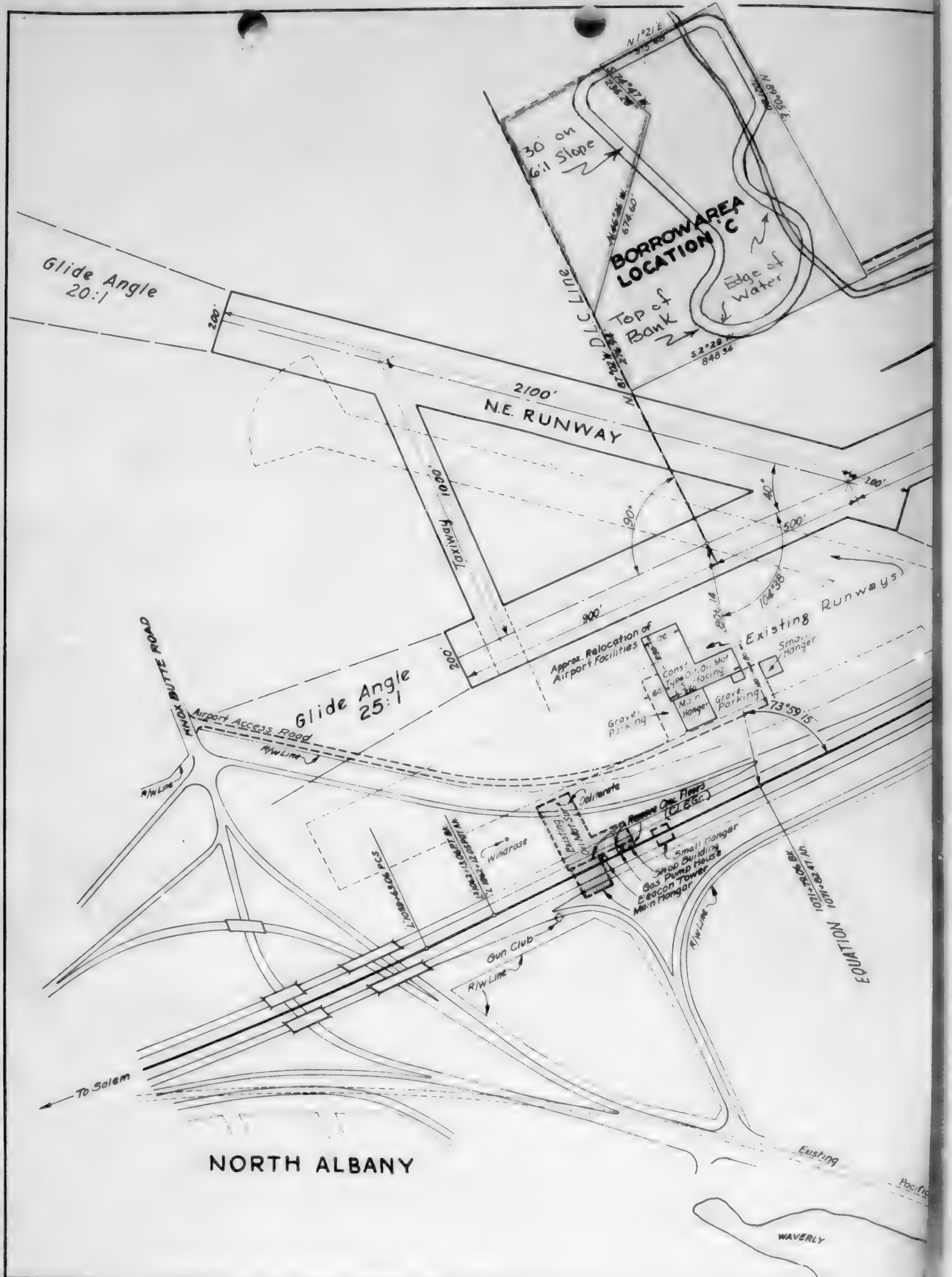
It is presumed that by the word "contour" in the complaint the contractor has reference to the irregular shape of the borrow area. I can not see where this would pose a problem in the excavation of this area.

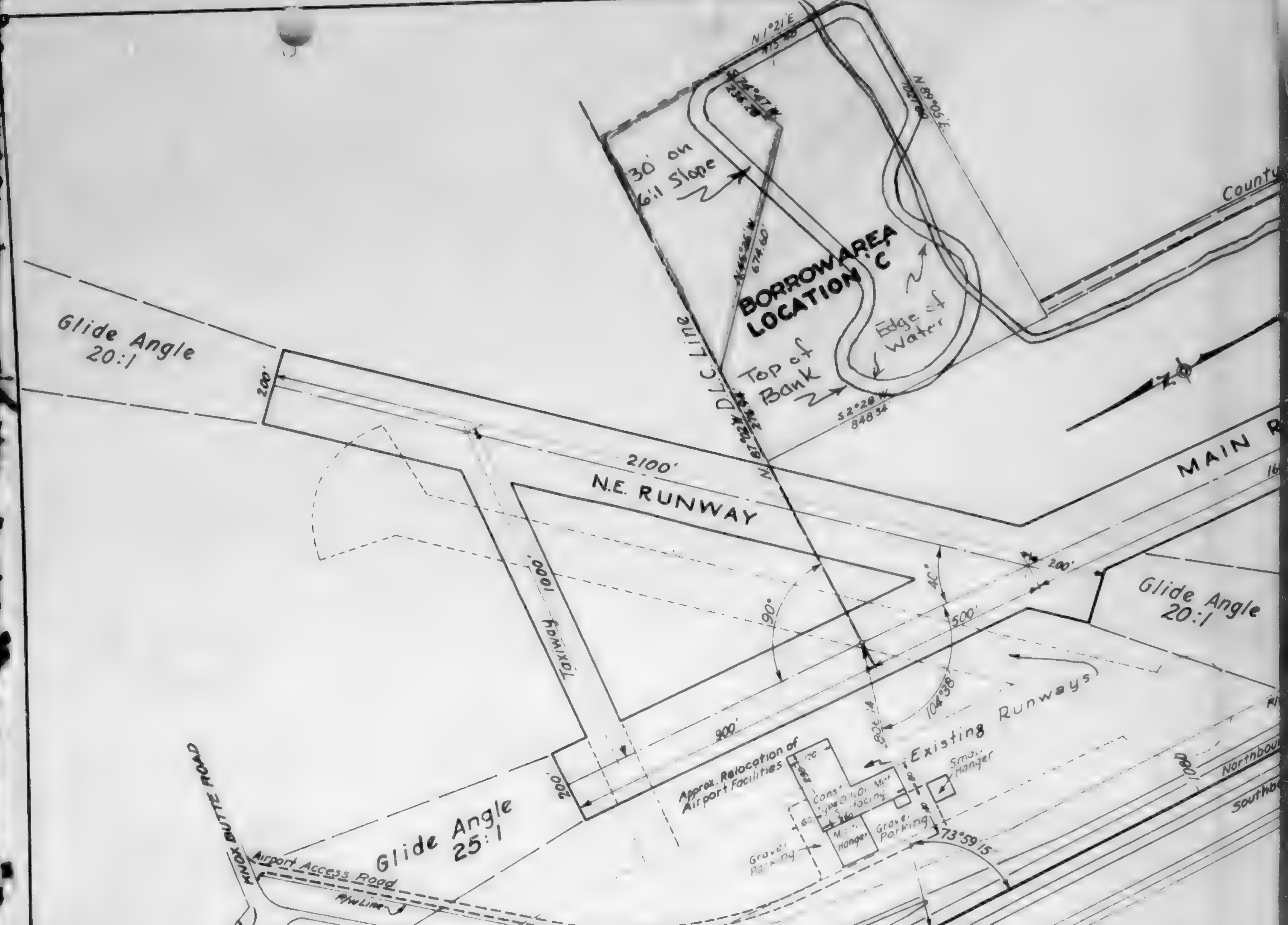
This office recommends the contractor be informed this claim is denied, as the lines and grades to which this borrow is being constructed conform to the specifications and plans of the project.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM


BORROW AREA LOCATION 'C'
N 1°21' E
30' on 6:1 Slope
Edge of Water
Top of Bank
S 2°28' W
848.54
674.60'
D.L.C. Line
Glide Angle 20:1
200'
2100'
N.E. RUNWAY
Taxiway 1000'
90°
40°
500'
200'
104°38'
900'
200'
Existing Runways
Approx. Relocation of Airport Facilities
Const. Type Oil Mat Surfacing
Main Hangar
Gravel Parking
Small Hangar
73°59'15"
Glide Angle 25:1
KNOX BUTTE ROAD
Airport Access Road
R/W Line
Obliterate
Remove Conc. Floors
Existing Oil Mat Surf.
Windrose
Small Hangar
Shop Building
Gas Pump House
Beacon Tower
Main Hangar
Gun Club
R/W Line
EQUATION
To Salem
NORTH ALBANY
Existing
Pacific
WAVERLY


BORROW AREA LOCATION 'C'
30' on 6:1 Slope
Edge of Water
Top of Bank
D.L.C. Line
County
Glide Angle 20:1
200'
2100'
N.E. RUNWAY
MAIN R
Glide Angle 20:1
200'
40°
500'
90°
Taxiway 1000'
104°38'
Existing Runways
900'
200'
Glide Angle 25:1
Approx. Relocation of Airport Facilities
Small Hanger
Gravel Parking
73°59'15"
Northbou
Southbo
KNOX BUTTE ROAD
Airport Access Road
R/W Line
Obliterate
Windrose
Small Hangar
Shop Building
Gas Pump House
Beacon Tower
Main Hangar
Gun Club
R/W Line
EQUATION
To Salem
NORTH ALBANY
Existing Pacific Highway
WAVERLY LAKE

| SOUTH UNIT<br>S.P.R.R. O'XING-SANTIAM JCT. SEC.<br>PACIFIC HIGHWAY<br>LINN COUNTY | | | | | SHEET No.<br>7 |
|---|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | | TOTAL SHEETS |
| 8 | OREGON | I-328(3) | | | See Index |

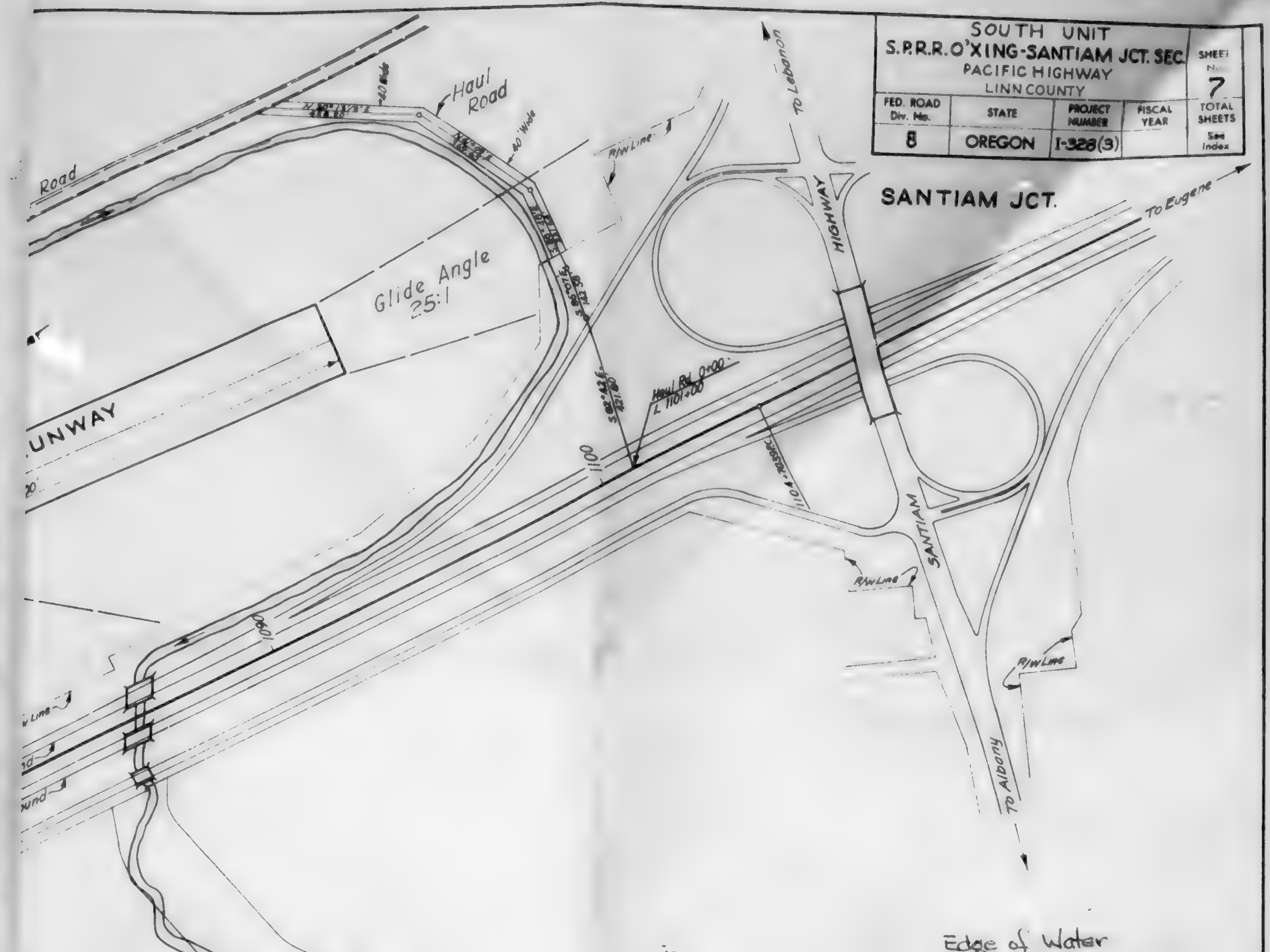

Road
Haul Road
40' Wide
40' Wide
Glide Angle 25:1
UNWAY
To Lebanon
HIGHWAY
SANTIAM JCT.
To Eugene
R/W Line
Haul Rd. 0+00 = L 1101+00
1100
1090
R/W Line
SANTIAM
R/W Line
To Albany
BORROW AREA LOCATION "B"
Cox Creek
No Work 60'
in
Edge of Water
6:1
3:1
8'
Var. Bottom Width
24'
30'
To Albany

Exhibit "A"

**ROY L. HOUCK and SONS**
**HEAVY CONSTRUCTION CONTRACTING**

*1585 North 20th Street Salem, Oregon Tel. EMpire 3-7745*

September 13, 1957

Mr. W. C. Williams
State Highway Engineer of the
State of Oregon,
State Highway Department
State Highway Building
Salem, Oregon

PLEASE RETURN TO
FORREST COOPER

Dear Mr. Williams:

SUBJECT: Contract #5024
South Unit SPRR Overcrossing-Santiam Jct.
Pacific Highway
Lynn County

This is to notify you that a situation has arisen which, in our opinion, entitles us, or will entitle us, to compensation additional to that which we would receive at the prices and on the basis of payment specifically set forth in the above-entitled contract, and it is our intention to make claim for the additional compensation.

This situation has arisen from the desire of the City of Albany to contour Borrow Area "C" of this project to lines and grades other than indicated by the plans and typical sections.

This alteration changes our excavation and embankment procedures and costs, in that originally the required 138,000 yards could be obtained from the top 7 feet of the borrow area, which is above the existing water table. This fact is proven by the depth of the water level in the newly dug channel change adjacent to Station 1085 to 1100 on the main line. By contouring the borrow pit to the requirements of the City, the depth is increased, according to the Resident Engineer's calculations, to a maximum depth of 13 ft.

Therefore, we will ask for extra compensation for the excavation below water level, and disposal of water in the borrow pit.

In the circumstances, we will, of course, follow the above-mentioned instructions in prosecuting the work under the contract.

Yours respectfully,

ROY L. HOUCK & SONS

By RLHouck

cc: J. D. Walker
cc: Dustin King
cc: Tom Edwards

RECEIVED
SEP 26 1957
FOR FILING

I-328(3)

[illegible]

08-35

September 24, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-328(3), South Unit, S.P.R.R. Overcrossing-Santiam Junction Section, Pacific Highway - Order for State Force Work dated September 5, 1957 Seeding, Fertilizing, and Mulching

Dear Sir:

Reference is made to your letter dated September 1, 1957 concerning subject order.

We are approving the use of State force as being in the public interest in this case for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Polk
Division Engineer

[illegible]

RECEIVED
SEP 23 1957
FOR FILING

I-328(3)

5-24

September 19, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 285 covering relocating Pacific Telephone and Telegraph Co. cable and pole line on the South Unit, S.P.R.R. Overcrossing-Santiam Junction Section of the Pacific Highway in Linn County, Contract No. 5084, in connection with Federal Aid Project No. I-328(3).

This work is necessary to clear for construction. Obligation of the state to move the facilities is established by the attached copies of letter of the Assistant Counsel. Copies of the company's estimate for the work and sketches are also enclosed.

Your approval of this order under the provisions of GAM-300 is requested.

The total amount of the order is $8,300.00 with Federal Participation estimated at $7,900.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
SEP 12 1957
FOR FILING

I-328(3)

5024

September 11, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the South Unit, S.P.R.R. Overcrossing-Santiam Junction Section of the Pacific Highway in Linn County, Contract No. 5024, in connection with Federal Aid Project No. I-328(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

Enclosures

DDP:lmr

RECEIVED
SEP 23 1957
FOR FILING

I-32B(3)

5-24

September 1, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224, 236 covering seeding, fertilizing and mulching on the South Unit, S.P.R.R. [illegible] Junction Section of the Pacific Highway in Linn County, Contract No. 5024, in connection with Federal Aid Project No. I-32B(3).

This work is necessary for erosion control and roadside improvement. The contractor is not equipped to do this work. The state has the special equipment, operated by trained crews, to do the work more economically than by separate contract.

Your approval of this order on agreed unit prices is requested.

The total amount of this order is $6,700.00. Federal participation is estimated as $6,030.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:er

RECEIVED
SEP 4 - 1957
X FILING
OREGON DISTRICT I-328(3)
08-35 5724

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

August 30, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project I-328(3), South Unit, S.P.R.R. Overcrossing-Santiam Junction Section of the Pacific Highway, we hereby concur as of this date in award of Contract No. 5024 to Roy L. Houck and Sons of Salem, Oregon, low bidder in the amount of $666,289.50 at the July 18, 1957 bid opening.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

RECEIVED
SEP 3 - 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 30 1957
FOR FILING

I-328(3)

5024

August 30, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the South Unit, SPRR Overcrossing-Santiam Junction Section of the Pacific Highway in Linn County, Project I-328(3), to Roy L. Houck & Sons of Salem, Oregon, on the basis of the bid of $666,289.50 submitted on July 18, 1957.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:ia

RECEIVED
SEP 9 1957
FOR FILING

I-32(3)

[illegible]

August 30, 1957

Roy L. Houck & Son
1585 North 20th
Salem, Oregon

Gentlemen:

The State Highway Commission on August 8, 1957, accepted your proposal for grading on South Unit, SPRR Overcrossing-Santiam Junction Section of the Pacific Highway in Linn County for the sum of $660,289.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5024.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Bid

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

NOTED
J. Mc C.

FORM E-123X 50M

RECEIVED
JUL 1[illegible] 1957
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 17, 1957

Pacific Power and Light Company
Public Service Building
Portland 4, Oregon

Re: Pacific Power and Light Company
Power Line Adjustments
S. Unit, S.P.R.R. O'Xing-
Santiam Jct. Section
Pacific Highway
Linn County

Gentlemen:

Bids on the above titled project will be received on July 18, 1957, and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction. These adjustments are as follows:

> A pole line along the westerly side of the existing highway between Stations 1027 and 1050. This line consists of 7 poles, of which 3 are on existing State right of way, 3 are on private property by easement recorded March 23, 1956, under Torrens Title Certificate No. 2061, and 1 is on property owned by PP&L Company.
>
> Pole line crossings at Stations 1034+40, 1037+20, and 1046+00. All the poles on these lines are on State highway or dedicated streets.
>
> A pole line along the easterly side of Airport Road between Stations 1054 and 1067. This pole line is on State right of way apparently without permit.
>
> A pole line crossing the FR Lt. Line near Station 28+20. This consists of 2 poles on private property, placed as a service line to the property owner.
>
> A pole line along the southerly side of the $F^A$ line between Stations $F^A5$ and $F^A9$. This line was constructed on private property under an easement recorded in Book 125, Page 518.
>
> A pole line along the easterly side of the existing Airport Road between Stations 1115 and 1110. This line is on State right of way, apparently without permit.

NOTED

A pole line along the southerly side of the existing Santiam Highway. This pole line is on State right of way by Permit No. 272, dated July 17, 1928.

Two poles of a service line crosses the $A^5$ line of the Santiam Interchange near Station 118. These poles were placed on a dedicated 10-foot strip reserved for utilities as shown on the plat of the subdivision of the property.

A pole line crosses the $A^5$ line near Station 114+75. A highway crossing must be constructed at this point. This line was constructed on private property by an easement recorded in Book 211, Page 656.

For such of the items as have been located on public right of way, it will be your obligation to make the necessary adjustments without reimbursement. As to the facilities which are located on private property, it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the rearrangement work, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. D. C. King, Resident Engineer, Box 30, Salem, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. King.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. L. H. Young
Mr. Forrest Cooper
Mr. J. D. Walker
Mr. D. C. King

RECEIVED
JUL 18 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 90M 8-57

RECEIVED
JUL 18 1957
FOR FILING
Linn
[illegible]
Const-Ovc

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 17, 1957

Pacific Power and Light Company
Public Service Building
Portland 4, Oregon

Re: Pacific Power and Light Company
Water Facility Adjustment
S. Unit, S.P.R.R. Overcrossing-
Santiam Junction Section
Pacific Highway
Linn County

Gentlemen:

Bids on the above titled project were received on July 19, 1957, and it appears that a fire hydrant owned by you must be adjusted in order to accommodate the highway construction. This adjustment involves the moving of the fire hydrant in a westerly direction to the new right of way line. The existing facility was placed on property owned by you near "Frontage Road HT", so that it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the rearrangement work, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation, if you are required to purchase new equipment.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. D. C. King, Resident Engineer, Box 30, Salem, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. King.

Very truly yours,

J. M. DeSOUZA
Assistant Counsel

NOTED
FORREST COOPER

JMD:RN
cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. J. D. Walker
Mr. D. C. King

RECEIVED
JUL 18 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 6-57

RECEIVED
JUL 18 1957
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 17, 1957

Portland Gas and Coke Company
Public Service Building
Portland 4, Oregon

Re: Portland Gas and Coke Company
Gas Line Adjustment
S. Unit, S.P.R.R. O'Xing-
Santiam Junction
Pacific Highway
Linn County

Gentlemen:

Bids on the above titled project will be received on July 18, 1957, and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction. The adjustment involves the encasement and/or lowering of the line in several locations. The existing line crosses the new centerline near Station 1111 and is crossed by the main highway and several legs of the Santiam Highway Interchange. The existing line was placed on State right of way under the terms of Permit No. 291, dated June 5, 1930, and on the right of way of Spicer Road by agreement with Linn County.

In view of the fact that these facilities were located on public highway right of way, it will be your obligation to make the necessary adjustments without reimbursement. It is requested that you proceed with the work as promptly as possible.

Further details my be secured from Mr. D. C. King, Box 30, Salem, Oregon, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. J. D. Walker
Mr. D. C. King

RECEIVED
[illegible] 18 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 18 1957
FOR FILING

| |
|---|
| I-328(3) |
| |
| 5024 |

July 15, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of July 2 concerning Project I-328(3), South Unit, S. P. Overcrossing-Santiam Junction.

The frontage road for which paving is included in this project is the one referred to on sheet 28 of the plans as from Station 1087+00 to Station 29+95.4 left, on the east side of the North Albany Interchange and between Bernard Avenue and its junction with the Knox Butte County Road.

As it will be several years before any very heavy truck traffic developes on this frontage road, we accept your suggestion that the thickness of the asphaltic concrete wearing surface be cut back from 3½ inches to two inches. This will be handled as a construction change and our field engineers are being instructed accordingly.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:ig

cc: Tom Edwards
J. D. Walker

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

July 2, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-328(3), South Unit, S. P. Overcrossing-Santiam Junction. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-entry have been acquired.

We note that the plans call for 3-1/2 inches of A.C. on a 11-1/2 inch base on frontage roads, which is the same section as specified for the main line ramps. We are unable to approve this 3-1/2 inch depth of A.C. for frontage roads and suggest a depth of 2 inches unless it can be shown that the frontage roads will carry as much heavy truck traffic as the main line ramps.

Very truly yours,

C G Polk

C. G. POLK
Division Engineer

2" thickness approved
By Tom Edwards.

RECEIVED
JUL 12 1957
FOR FILING

I-328(3)

5024

08-35

July 10, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-328(3), Structures on the S. Unit, S.P.R.R. Overcrossing-Santiam Junction Section of the Pacific Highway.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all right-of-way or rights-of-entry have been obtained.

Very truly yours,

C. G. POLK
Division Engineer

orig to Mr Stephenson

NOTED
C. W. DICKSON

-11 [illegible] 1 7

[illegible]

[illegible] : -11 [illegible]

No. RK761TN34

7971-532 Interstate Br. - Oregon Slough
Sec. of Pacific Hwy. ( Grading
#5026 and Paving) 1957

RECEIVED
JAN 15 1959
FOR FILING

797- [illegible]

5026

January 14, 1959

Mr. W. H. Butts
Chief Accountant
Washington Department of Highways
Olympia, Washington

Re: Interstate Bridge-
Oregon Slough
Oregon Contract No. 5026
Washington Contract No. 5673

Dear Mr. Butts:

This is in reply to your letter of January 8 concerning the release of the final payment to Warren Northwest, Inc., on the above project.

I have a copy of a letter directed to Mr. Bugge and signed by A. E. Eppling, Secretary-Treasurer, Warren Northwest, Inc., enclosing two copies of an affidavit which I presume is the contractor's release. As far as the State of Oregon is concerned, we hold that upon accepting and signing the final estimate the contractor has released any further claims on the project.

The contract was completed on June 30, 1958, according to our records, with the exception of some extra work covered by Price Agreement No. 6 which was completed on November 10, 1958. I believe the latter date should show as the final completion date. The work was formally accepted by the Oregon State Highway Commission on December 11, 1958. There are no releases required by Oregon law for the payment of the final estimate other than the acceptance by the Oregon State Highway Commission and the State Highway Department of Oregon recommends payment of the final estimate and the retained percentage.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. S. H. Probert
Mr. C. E. Maison

STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

COMMISSIONERS
ERNEST J. KETCHAM, CHAIRMAN
SEATTLE
H. E. MORGAN
LONGVIEW
C. E. STONE
SPOKANE
R. A. MOISIO
TACOMA
ERNEST A. COWELL
EUREKA
LORENZ GOETZ, SECRETARY
OLYMPIA

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 8
9431 CORSON AVE.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 527
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 52
NO. 6 SPOKANE 21
N. 2920 MAYFAIR ST.
NO. 7 SEATTLE 4
480 SPOKANE ST.

January 8, 1959

Mr. C. H. Maison, Auditor
Oregon State Highway Department
Salem, Oregon

Interstate Bridge - Oregon
Slough, Oregon Contract 5026,
Washington Contract 5673

Dear Sir:

We have received Estimate No. 14 - Final representing final payment to Warren Northwest, Inc. for construction of the above noted project.

Before this estimate can be accepted by the State of Washington it will be necessary that we be furnished the following:

1. Contractor's Release.
2. Completion date.
3. Acceptance date by the State of Oregon.

The date of acceptance by the State of Washington will be the date we receive the Contractor's Release and data as above noted. On this same date the thirty day waiting period will begin prior to payment of the retained percentage.

In addition, we request that your department furnish us with all releases required by Oregon laws and a statement from your department clearing the payment of the retained percentage to the contractor. Oregon clearance must be received prior to payment of the retained percentage to the contractor.

Very truly yours,

W. A. BUGGE
Director of Highways

W H Butts
By: W. H. BUTTS
Chief Accountant

WAB:ba
WHB:CRA

cc: Warren Northwest, Inc.
Toll Facility Division
Attn: Hedges

NOTE
G. S. PAXSON

RECEIVED
DEC 12 1958
FOR FILING

7971-532

5026

Dec. 12, 1958

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on Dec. 11, 1958, had under discussion your request for an extension of time from June 30, 1958, to Nov. 30, 1958, within which to complete your contract No. 5026, for grading and paving on the Interstate Bridge-Oregon Slough Section of the Pacific Highway in Multnomah County.

We are pleased to inform you that the Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Tom Edwards
Lloyd Shaw
James Don

NOTED ON CARD

am

A

RECEIVED
DEC 10 1958
FOR FILING

7971-332

5026

December 6, 1958

Request for extension of time
No. 4
December 11 and 12 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Warren Northwest, Inc. for an extension of time on the Interstate Bridge-Oregon Slough Contract, No. 5026, from June 30, 1958 to November 30, 1958.

All work under the original contract was completed by the specified date; however, due to controversy with an adjacent property owner regarding a storm sewer which was attached to his sewer system, we were obligated to do additional drainage work within the area of State-owned property and requested this contractor to do the work as a part of his prime contract. Work was actually completed on November 10, 1958, and, due to the fact that the work was over and above the original contract, it is recommended that the extension be granted without penalty. This is not a liquidated damages contract.

Very truly yours,

W. C. Williams
State Highway Engineer

EAP:dmh ms

Enclosure

cc Mr. Tom Edwards

Form E-1-

OREGON STATE HIGHWAY DEPARTMENT

7971-532
5026

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 29, 1958

Section Interstate Bridge - Ore. Slough Bridge

Kind of work Grading and Paving

Highway Pacific County Multnomah

Section prefix 7971-532

Contractor Warren Northwest Inc.

Contract number 5026

Date of contract Sept. 5, 1958

Specified work days DOES NOT APPLY

Date work started Sept. 16, 1958

Work days used ---------

Project authorization . . . . . $317,253.71

Exclusive of engineering . . . . $294,693.45

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . . . . $292,231.94

Estimated per cent overrun or underrun . . . . . . . . . . . . . . . 0.8 %

Per cent of contract completed, based on total contract price . . . . . . . . . . . . . 100 %

Engineering authorization . . . . . $22,560.26

Engineering cost to date $26,473.12, 117.3 %

Date project was completed June 30, 1958

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Post Semi-final estimate submitted Monday, Nov. 24, 1958.
No further reports

CONSTRUCTION DIVISION
RECEIVED
DEC 1 1958
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed James Dow
JAMES DOW

Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities (contract) | | | | | |
| Total quantities corrected to date | | | | | |
| Estimated quantities moved or placed to date | | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors ............, Bulldozers ............, Compaction rollers ............, . . . . ............, . . . . ............, . . . . ............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

FORM E-30X—50M—6-58—13046

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 3, 1958

SUBJECT: Proposed Drainage Revision,
Interstate Bridge-Oregon Slough
Prefix: 7971-532 Contract: 5026

Pavlu

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attention: Mr. L. H. Young

Herewith two prints showing revisions to the proposed storm sewer line across the Westerlund property showing substitution of a 5½' x 12' cutoff wall instead of two metal diaphrams. This revision is required by the U. S. Army Engineers before they will approve our permit. The original permit application was just prior to September 4th.

Five sets of these prints were furnished directly to the Army Engineers and their verbal approval has been given to start construction. It is intended that the two prints furnished with this letter would accompany your revised application and be added to the five prints we have already given the Army Engineers.

A revised price agreement will be negotiated with the contractor to substitute this concrete cutoff wall for two of the metal diaphrams shown in the original plan.

A. V. Benedict
A. V. BENEDICT,
Assistant Metropolitan Engineer

AVB/bd
encs.
cc: James Don

CONSTRUCTION DIVISION
RECEIVED
OCT - 6 1958
NOTED-- ☐ CE ☑ ACE ☐ ACE ☐ ☐ CDE

RECEIVED
OCT 3 1958
FOR FILING

7971-520

5026

Salem, Oregon
October 2, 1958

Change of location of sewer
near end of Oregon Slough Bridge

Mr. Tom Edwards

I am attaching hereto an approved print of the proposed sewer installation through the dike of the Peninsula Drainage District No. 1 near the end of the Oregon Slough Bridge. This is a conditional approval subject to approval of the U. S. Engineers. I am also attaching a copy of a letter from the U. S. Engineers to Peninsula Drainage District No. 1 in which they require that we substitute a concrete cutoff wall around the pipe for the metal cutoff walls as shown on our application. Also attached is a copy of our print upon which the U. S. Engineers have marked in red the location and dimensions of the concrete cutoff wall. You will note that they require the submission of a revised plan showing this wall. Will you please prepare such a plan and let me have it so that I may send it back through channels to the Peninsula Drainage District. You will note that we may proceed with the installation as soon as this plan is prepared and approved.

G. S. Paxson

GSP:gm
Attachs.
cc Mr. W. C. Williams

5 prints
by Dow (paper 11E)

PENINSULA DRAINAGE DISTRICT NUMBER ONE
NORTH PORTLAND, OREGON

October 1, 1958

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

ATTENTION: Mr. G. S. Paxson
Assistant State Highway Engineer

Gentlemen:

I am enclosing herewith two copies of the plans which you submitted covering changing of location of sewer carrying the surface drainage from the highway through our dike.

Also enclosed is a copy of a letter from the highway engineers which is self-explanatory.

Yours truly,

President

AAT:sfh

Enclosures 3

RECEIVED
OCT 2 1958
OREGON
STATE HIGHWAY COMMISSION

NPPGW-8

September 30, 1958

Board of Supervisors
Peninsula Drainage District No. 1
North Portland, Oregon

ATTENTION: Mr. A. A. Tims

Gentlemen:

Reference is made to your letter dated September 29, 1958, inclosing five prints each of two sketches for the installation of an 18-inch diameter drain under the flood wall at the northeast corner of the district by the Oregon State Highway Department.

Installation of the drain pipe will require excavation under the flood wall. Backfill of this portion of the line could not be accomplished in a satisfactory manner. It is requested that consideration be given to construction of a reinforced concrete cut-off wall adjacent to and riverward of the existing flood wall, as indicated in red on the inclosed sketch. The wall should extend a minimum of two feet on each side and below the pipe and care should be taken to assure a watertight joint around the pipe. If the trench width exceeds 3.5 feet the walls should be the full width of the trench. The wall should be an integral part of the curb and gutter section, or join securely with the road surfacing.

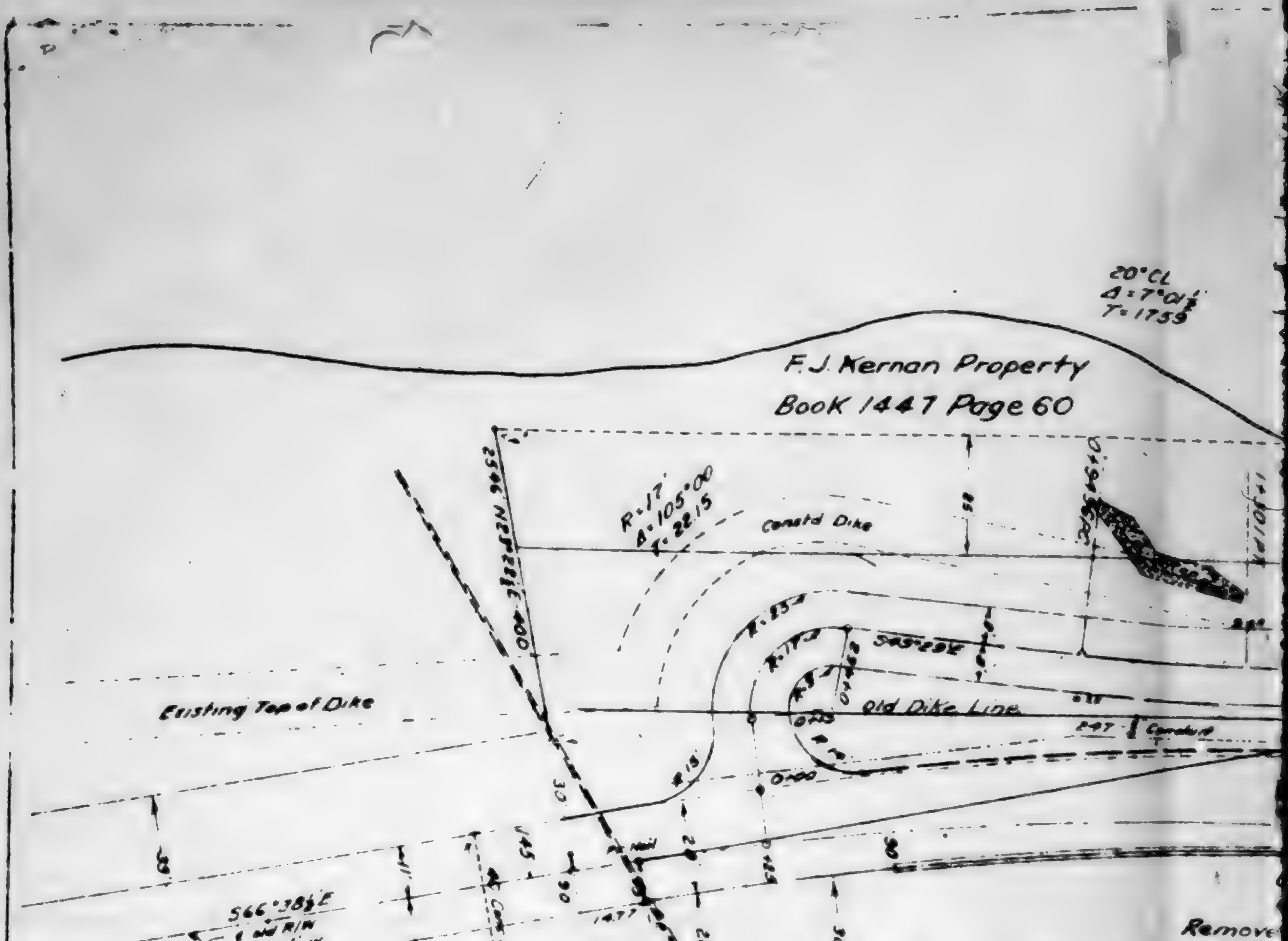
Two prints each of the sketches for the proposed work are returned herewith for consideration of the changes requested above. The remaining prints are being retained for the interim records of this office. In the event the suggested revisions are incorporated in the design, the work may proceed prior to manual approval by this office. Revised drawings should be forwarded for approval to complete the records of this office.

It is requested that this office be notified at least three days prior to backfilling the structure, in order that a representative of this office may be present to inspect the work. In order to minimize possible delay in making the inspection, it is suggested that you call CApitol 7-7681, Extension 350, Portland, Oregon.

Very truly yours,

2 Incls. (dups)
Above-mentioned sketches

BEN L. PETERSON
Chief, Engineering Division


20°CL
Δ=7°01½'
T=1755
F.J. Kernan Property
Book 1447 Page 60
2596 N2P22½E 400
R=17
Δ=105°00
T=22.15
Constd Dike
55
0+45
S85°29½E
R=23
R=17
R=5
Old Dike Line
0+25
0+00
2.97
Conduit
R=15
Existing Top of Dike
30
20
1.45
30
14.77
20
30
S66°38½E
℄ old R/W
N66°38½W
℄ Pavement
11
23
℄ Conc
30
1.20
Remove
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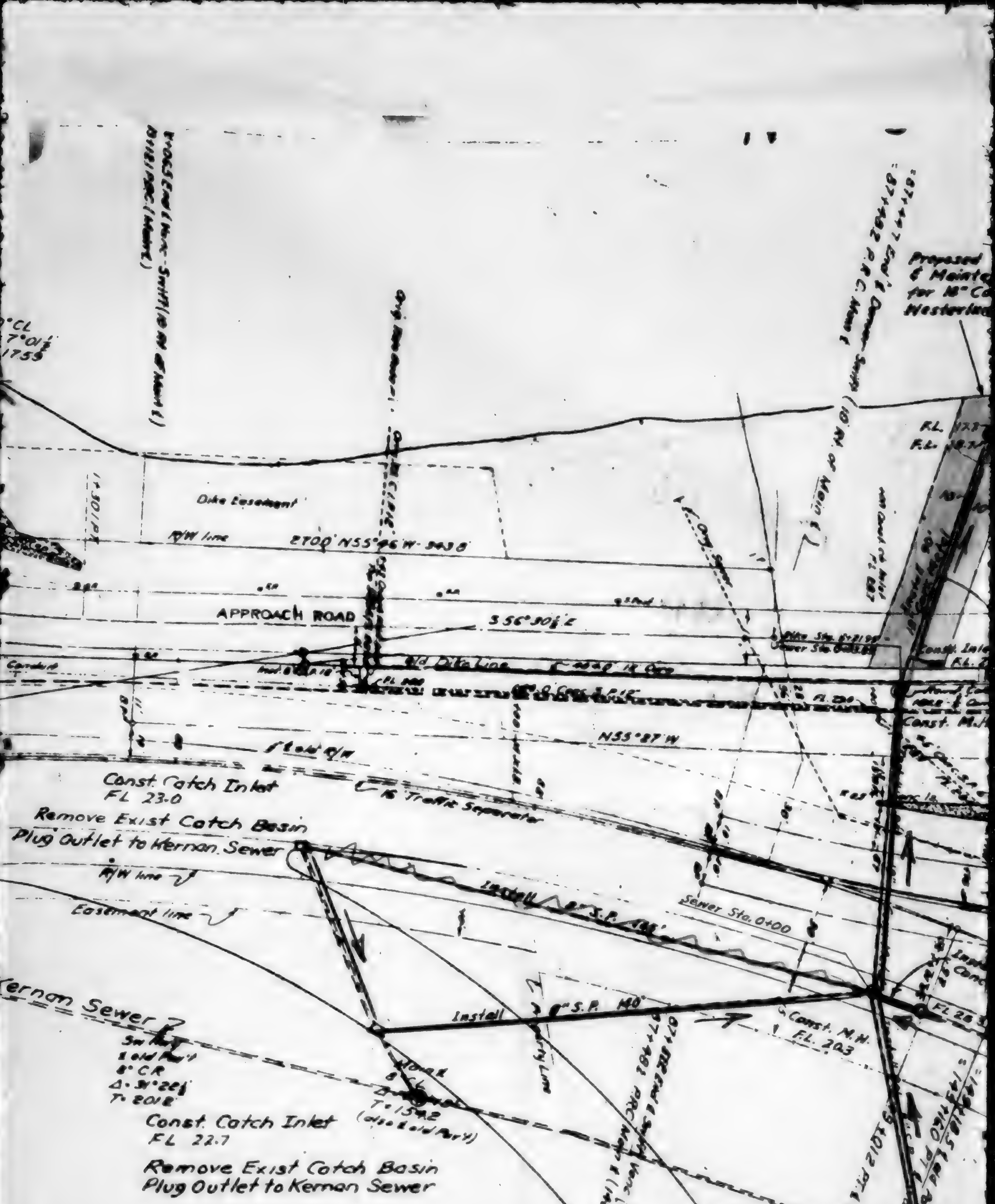
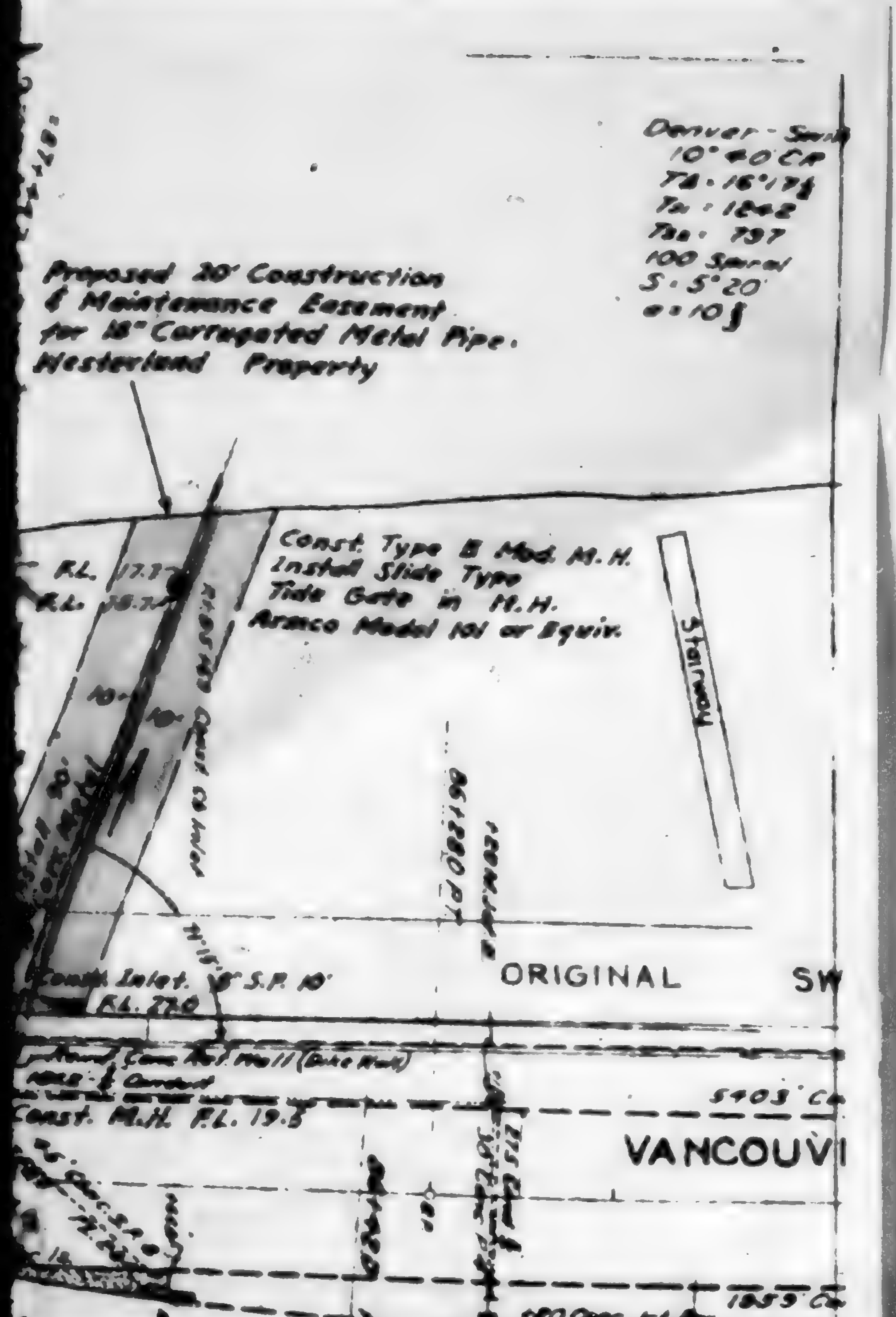
Eas
Existing F.J. Kernan S
145+090 PC
97+570 P.T. End of Maint
145+258 PC ℄ old Pav't (9 M. of ST old R/W ℄)
Swift Hwy
℄ old R/W
8°C R
Δ=31°22½
T=2012


Proposed
& Mainte
for 18" Co
Westerl
Dike Easement
R/W line
N55°46'W
APPROACH ROAD
S 56°30½'E
Old Dike Line
Dike Sta.
Sewer Sta.
Const. M.H.
N55°87'W
Const. Catch Inlet
FL 23.0
Remove Exist Catch Basin
Plug Outlet to Kernan Sewer
R/W line
Easement line
Traffic Separator
Install
Sewer Sta. 0+00
Install
S.P.
Const. M.H.
F.L. 20.3
Kernan Sewer
Const. Catch Inlet
FL 22.7
Remove Exist Catch Basin
Plug Outlet to Kernan Sewer
87+47 End & P.R.C. Main &
87+82 P.R.C. Main &
FL. 17.8
FL. 18.3
Const. Inl
FL 2
Const. M.H.
FL 28

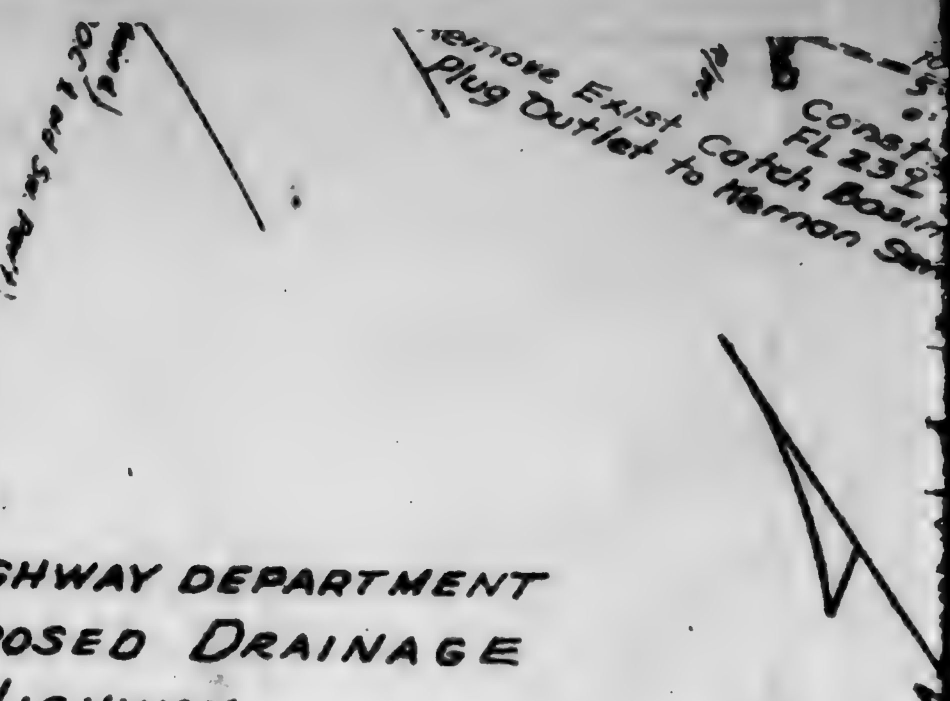

Denver - Swi
10° 40' C.R.
TA: 16°17½
Ts: 1242
Ta: 797
100 Spiral
S: 5°20'
e: 10½
Proposed 20' Construction
& Maintenance Easement
for 18" Corrugated Metal Pipe.
Westerland Property
Const. Type B Mod. M.H.
Install Slide Type
Tide Gate in M.H.
Armco Model 101 or Equiv.
F.L. 17.7
F.L. 18.7
10'
10'
Stairway
Const. Inlet. 18" S.P. 10'
F.L. 22.0
ORIGINAL
SW
Conc. Ret. Wall (Conc Wall)
Const. M.H. F.L. 19.5
5403' Ca
VANCOUVI
1853' Ca
Install 12"
Conc. 15"
FL 24.5
Existing 12" Conc. S.P.
Existing M.H.
25' Rt. S.R. 109+30
Swift-Vancouver
7°27' C.R.
TA: 15°59½
Ts: 1538

Approved by Peninsula Drainage District No
if it meets the approval of the
U. S. Army Engineers.

Sept 25. 1958

A A Irvine
Pres

ct No. 1



Remove Exist Catch Basin
Plug Outlet to Herman Se
Const
FL 232

OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP PROPOSED DRAINAGE

SWIFT HIGHWAY

SCALE 1"=30'

Aug. 1958

JAMES DON, RESIDENT ENGINEER

1077
100 Sand
7.45
Const. Catch Inlet
FL 232
tch Basin
mon Sewer

RECEIVED
SEP [illegible] 1958
FOR FILING

September 26, 1958

Mr. A. A. Tims, President
Peninsula Drainage District No. 1
North Portland, Oregon

Dear Mr. Tims:

Some time ago I sent you plans and an application for a change in the location of the sewer carrying the surface drainage from our highway through the dike near the Oregon Slough Bridge. This was to replace a former permit which you had given in a different location. In talking to the U. S. Engineers I am advised that they have not yet received the prints from you and I would appreciate advice as to the status of the matter. We are quite anxious to get this drainage worked out before winter rains set in.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Lloyd P. Shaw
Mr. Tom Edwards

FORM E-123X

RECEIVED
SEP 16 1958
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

7971-552
[illegible]

W. C. Williams

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
~~SALEM~~
P. O. Box 4699, Sellwood Station
Portland, Oregon

September 15, 1958

NOTED
W. C. WILLIAMS

RECEIVED
[illegible]
[illegible]

Mr. Howard P. Arnest
Lawyer
Yeon Building
Portland 4, Oregon

File No. 28093-Kernan
Swift Boulevard Connection
Pacific East Highway
Multnomah County

Dear Sir:

In acknowledgement of your letter of August 26, 1958, to Mr. Leonard I. Lindas, Chief Counsel, Oregon State Highway Department, in which you refer to your letter to Mr. Williams and to recent negotiations between Mr. Kernan, yourself, and Mr. John Scott, representing the Right of Way Department, I will say that the State has now resolved the outfall sewer requirements without the need for land from the Frank Kernan ownership.

The matter of the State's interest in the present Kernan system in my opinion should be, if desired, worked out as a separate matter.

I thank you for your ready cooperation in this matter to date and remain

Yours truly,

S. N. MAYHEW
Right of Way Supervisor

SNM:hg
cc: W. C. Williams ✓
Leonard I. Lindas
R. L. Porter
A. G. Skelton

RECEIVED
SEP 18 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 11 1958
FOR FILING
7971-532
5026

**HOWARD P. ARNEST**
LAWYER
YEON BUILDING
PORTLAND 4, OREGON
CAPITOL 7-2122

August 21, 1958

State Highway Commission
Salem, Oregon

Attention: W. C. Williams, State Highway Engineer

Gentlemen:

I am writing you in behalf of Kernan Livestock Farm, Inc., about the agreement of 1955 concerning drainage easement for Swift Secondary Highway and Denver-Union leg of the Pacific Highway in the SE Quarter of Section 33, Township 2 North, Range 1 East, WM, in Multnomah County, Oregon. My client informs me that you have violated the agreement in these particulars:

(a) You have entered its drainage line and installed a manhole;

(b) You have entered its drainage line and installed catch basins easterly of the point on right of way line indicated on Exhibit A, referred to in the agreement, by letters "P.O.B.";

(c) You have put installations and connected with its drainage line, which will serve to drain water other than from Swift Secondary Highway and the Denver-Union leg of the Pacific Highway, and particularly to drain water from the Pacific Highway proper or Freeway and surrounding areas;

(d) You have failed to keep clean the catch basin from the drainage ditch along the Denver-Union leg, indicated on Exhibit A; and have allowed it to overtax the drainage facility; and,

(e) You have caused the drainage facility to become clogged, unserviceable and to emit fumes and odors, which has disrupted use of the property of my client, with especially damaging results to occupants of the trailer court, producing complaints and loss of customers.

The foregoing is causing inconvenience, embarrassment and loss to my client. This is reiteration of notice to you and demand that you immediately correct the foregoing violations, particularly:

cc [illegible] for [illegible]

(1) That you disconnect your entry of the line and restore the same where you have installed the manhole;

(2) That you disconnect your entry of the line and restore the same where you have installed catch basins easterly of the point "P.O.B." on Exhibit A;

(3) That you do away with all installations which serve to drain water from the Pacific Highway or Freeway and surrounding areas, and to increase the normal flow from Swift Secondary Highway and the Denver-Union leg;

(4) That you clean and keep clean the catch basin from drainage ditch along the Denver-Union leg indicated on Exhibit A, and construct it so as not to fill, clog and overtax the drainage facility; and,

(5) That you clean the drainage facility and restore it so that it will not emit fumes and odors.

When you have complied with the above, the amount of damage sustained by my client will be determined and submitted for your settlement.

I trust that you will give this prompt attention and that it will be unnecessary to further or otherwise bring it to your attention.

Very truly yours,

Howard P. Arnest

A:g

RECEIVED
AUG 22 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 21 1958
FOR FILING

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5026

August 20, 1958

Mr. F. J. Kernan, President
Kernan Livestock Farm, Inc.
North Portland, Oregon

Dear Mr. Kernan:

I have your letter of August 8 in which you again refer to the matter of the drainage on Swift Avenue just westerly of the Denver intersection.

The Right of Way Division reported that it was unable to secure an easement from you for a separate drainage outfall which would be under the jurisdiction of the State and for its use only. The entire matter was dropped. Our storm drains have been connected to the joint user outfall, and the matter is closed.

Very truly yours,

W. C. Williams
State Highway Engineer

cc · Mr. Forrest Cooper

FC:me fn

North Portland, Oregon
August 8, 1958

REFERRED TO Cooper
St. Highway Engineer

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I have been having some arguments with Mr. John Scott, right of way mand from your McLoughlin Blvd. office. Also, the resident engineer, his assistant etc. and it is a mess. We have been arguing about this $1,000.00 which I feel I do not owe the Highway Dept. They have used the sewer system for draining surface water for two or three years. I did a lot of work on it and spent considerable. Lowell Johnson was with me figuring out how we would have to put an extension on the pipe and fix the dike and they were supposed to help me fix it or pay for part of it which they did not do. They have all these costs and records in their office on McLoughlin Blvd.

I understand you now have all the information on this thing. I only want to hook a 6" line into this line for which I am giving them a right of way so that I can run my surface water in with theirs rather than in the sewer line. It will all go out over the same right of way at no expense to the State, for additional right of way. Also, if I make a fill on that property, Iwant them to agree to extend the pipe and tide gate out as necessary. This paper that John Scott brought out to me was a real estate option to buy real estate and I agreed to give them an easement for the right of way for the pipeline.

The contractor wants to finish his job as soon as the strike is over and if you will have these papers drawn up and bring them down or send them down we can get this all straightened out.

Yours very truly,

Kernan Livestock Farm, Inc.

By F. J. Kernan
F. J. Kernan, Pres.

FJK:alk

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

RECEIVED
AUG 12 1958
FOR FILING

7971-532

5026

P

Salem, Oregon
July 30, 1958

Kernan drainage easement

Mr. Tom Edwards
Construction Engineer
Department

The Right of Way Department informs us that it is unable to work out an agreement with respect to the Kernan drainage easement except on terms imposed by Mr. Kernan, which terms are unacceptable to the State. Therefore, please proceed with the construction of the storm sewer on Swift Avenue, with connections as originally planned to the Kernan outfall.

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Mr. W. C. Williams
Mr. R. L. Porter

RECEIVED

FOR FILING

7971 532

5026

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1958

**SUBJECT:** File No. 28093 - Kernan
Swift Blvd. Section
Pacific Highway East
Multnomah County

To:
Mr. S. N. Mayhew
Right of Way Supervisor
State Highway Department
P. O. Box 4699
Portland 2, Oregon
Attn: Mr John K. Scott

Referring to your separate letters of July 1 concerning subject file and our negotiations with Mr. Kernan, on the current sewer easement, it appears that there has been a basic misunderstanding of our modus operandi, as set forth in my letter of May 26 and the photo copy of Mr. Young's letter of May 19 which was attached. I thought this misunderstanding had been dispelled in my telephone conversation with Mr. Mayhew last week, but apparently we still have our wires crossed.

Please proceed to sign Mr. Kernan on the dotted line on the sewer easement, provided we can get same free of charge or encumbrance. This will enable us to construct our own independent storm sewer system.

The $1,000.00 payment which was referred to in Mr. Young's letter enters the picture only in the event that Mr. Kernan desires a release of our rights to use his present sewer system. The $1,000.00 figure represents our initial cost to secure this right, and we do not propose to relinquish it unless reimbursed for that cost. It is not essential to this transaction, provided we get the sewer easement without strings.

WALTER T. WRIGHT
Ass't. Right of Way Engineer

WTW:IH
(in duplicate)
Enclosures to: Forrest Cooper
L. H. Young

NOTED
FORREST COOPER

RECEIVED
JUL 2 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 536—50M—3-57—1476

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 1, 1958

RECEIVED
JUL 2 1958
LEGAL DEPT.

SUBJECT:

To: Mr. R. L. Porter
Right of Way Engineer
Salem, Oregon

File No. 28093 - Kernan
Swift Blvd. Section
Pacific East
Multnomah County

L

Our John Scott has apparently failed in negotiating with Frank Kernan on the current sewer easement adjustment for reasons that follow.

We all know Mr. Kernan to the extent that whether he is or not, he always asserts that he is in close touch with Salem Highway officials and invariably confronts us with his dealing, higher up, and in this instance with Mr. Williams and Mr. Young.

Scott and I were not given the background to work on. Kernan states that he was propositioned by Mr. Young and that he told Young he wouldn't go for the deal.

Kernan also stated that when the original sewer pipe was laid through the dike that an extension was necessary and that he put in a bill for half the cost (the work had been done by General Construction Company) and that he had no reply from the billing, nor the money.

And last, the task of parting Frank Kernan with $1,000.00 seems to me to be one of the few impossible things.

If when we have future dealings with Mr. Kernan, give me the background, if any. then we can call this man's bluff. It's the only way to deal with him.

S. N. Mayhew

S. N. Mayhew

SNM:gp

NOTED
W. T. WRIGHT

FORM [illegible]

RECEIVED
JUL 2 1958
LEGAL DEPT.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 1, 1958

SUBJECT: File No. 28093-Kernan
Interstate Bridge-Oregon Slough
Pacific Highway
Multnomah County

To: Mr. Walter T. Wright
Assistant Right of Way Engineer
State Highway Building
Salem, Oregon

It would appear that we have reached the conclusion of at least the first stage of our negotiation with Mr. Kernan. The following notes on this negotiation, I hope, will be self-explanatory. After perusing them, will you advise of any further action that you may desire me to take in regard to this file.

As your letter of May 26 was very definite, as to the plan of settlement, I feel your further instructions are desirable.

John K Scott
John K. Scott

JKS:hg
Attachment.
ccF R. L. Porter

NOTED
W. T. WRIGHT

File No. 28093-Kernan
Int. Bridge-Ore. Slough
Pacific Highway
Mult. Co.

NOTES on Negotiations with Frank J. Kernan, 11339 N. Denver, Phone BU9-6711

June 19 10:45 AM. Met with Mr. Kernan at his property. When I explained the purpose of my calling on him, he said: "Yes, I know all about it, as Mr. L. H. Young from Salem telephoned me and made me the same proposition. I told him No and before I tell you the same I want to show you something."

Mr. Kernan then took an hour to explain in some detail all his relationships with the Department back over the years, and to emphasise that he had not only never been paid for what the Department had done to his investments with the highway changes but that these changes had cost him money.

I then explained that these were all matters out of my jurisdiction and I was there to settle the matter of the easement and the return to the State of the $1000.00.

Mr. Kernan felt this was something "I must think over and maybe talk to Dutch Williams before I give you my answer Yes or No."

I told Mr. Kernan I would see him in a few days.

June 30 2:40 PM. I met with Mr. Kernan at his property. He advises that he wrote Mr. Williams, Chief Engineer, Highway Department that he would grant the dike easement that they desire but that he would not pay the State the $1000.00 we were requesting as a refund.

We then toured the dike and Mr. Kernan showed me where his drainage went through the dike and to quote Mr. Kernan: "I paid for every yard of dirt and the State never paid their half of it as agreed."

We then walked over area for proposed easement and Mr. Kernan again told me that we could have the easement but "we damn well would not get another $1000.00 in addition".

North Portland, Oregon
June 24, 1958

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

REFERRED TO
Cooper
By State Highway Engineer

Dear Sir:

I noticed your engineers have run a new line for the storm drains, and I have been called by Mr. Young from Salem regarding right of ways. I had no objection to the storm water going through our 36" pipe under the North Portland Road or through the pipe into the Oregon Slough.

However, I will be glad to cooperate with you on the right of way for the new line to the Oregon Slough and assure you I very much appreciate your straightening out this drainage situation on the corner.

Yours very truly

Kernan Livestock Farm, Inc.
By F J Kernan
F. J. Kernan, Pres.

FJK:alk

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

FORM E30x—12½M—8-58—88209

7971-532

5026

NOTED
W. C. WILLIAMS

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1958

SUBJECT: File No. 28093 - Kernan
Interstate Bridge-Oregon Slough Section
Pacific Highway
Multnomah County

To: Mr. S. N. Mayhew
Right of Way Supervisor
State Highway Department
P. O. Box 4899
Portland 2, Oregon

We forward herewith, for negotiation, option to cover a permanent easement for construction and maintenance of the sewer on the Kernan property.

We attach a photo copy of a letter dated May 19, to this office, from Mr. L. H. Young. This letter sets forth very clearly the basis of negotiation proposed by Mr. Cooper. The negotiations should be conducted along these lines, and if you are unable to consummate the deal, as outlined, please contact this office for further instructions. You will doubtless note that this easement is over a dike easement acquired by final judgment.

We attach hereto for your information, profile and a portion of a sketch map, which show the proposed construction in detail.

The matter of cutting through the dike for the proposed sewer installation will be taken up from this headquarters with the Army Engineers and the Peninsula Drainage District.

Walter T. Wright
WALTER T. WRIGHT
Ass't. Right of Way Engineer

WTW:IH (in duplicate)
Enclosures
Option, print, copy of letter
cc: Forrest Cooper
G. S. Paxson
L. H. Young

RECEIVED
[illegible] 3, 1958
OFFICE OF
[illegible] ENGINEER

FORM E-30X—37,500—6-57—6584

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1958

SUBJECT: Interstate Bridge-Oregon Slough Section
Pacific Highway
Contract No. 5026

To: Mr. R. L. Porter
Right of Way Engineer
Office

I am submitting to Floyd Scott this date for checking an easement for the purpose of accommodating a proposed new sewer plan at the intersection with Swift Boulevard and Interstate.

You are familiar with the present agreement with Frank Kernan in this area which permits us to empty our storm water into his sewer system. In view of his many objections to this Mr. Cooper suggested that we investigate the possibility of separating our system from Kernan's. It was his thought that this should be done provided that (1) Mr. Kernan gave us the easement for the construction and maintenance of the sewer free of charge; (2) That, in the event Mr. Kernan wanted us to release rights to his present sewer system, such would be done only if he were to pay us $1,000, that being the cost of securing this right in the first place.

The matter of cutting through the dike for the purpose of installing this sewer will be taken up with the Army Engineers and the Peninsula Drainage District.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:je

cc Floyd Scott
Forrest Cooper ✓
O. S. Paxson

RECEIVED
[illegible] 1958
OFFICE OF
[illegible] ENGINEER

FORM E-30X—37,500—8-57—6894

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1958

SUBJECT: Interstate Bridge-Oregon
Slough Section
Pacific Highway
Contract No. 5026

To:

Mr. G. S. Paxson
Ass't State Highway Engineer
Office

We are currently trying to get our drainage system at the junction of Swift Boulevard and Interstate separated from Mr. Frank Kernan's. In order to do this, it will be necessary that we have a permit from the Army Engineers and the permission of the Peninsula Drainage District No. 1 to cut through the dike at this point.

I am submitting to you herewith 6 copies of a plan and 6 copies of a profile showing the proposed installation. I attach hereto a letter from the Division Office bearing on the matter. Construction of this facility is contingent upon obtaining an easement from Frank Kernan free of cost; however, I believe that this should be pursued so that we might proceed in the event that Mr. Kernan will give us this easement.

Tom Edwards
Construction Engineer

By

L. H. Young
Ass't Construction Engineer

LHY:jc

Attach.

cc Forrest Cooper ✓
R. L. Porter
Floyd Scott

RECEIVED
[illegible] 1958
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Cooper
By State Highway Engineer

are we on firm
ground in this matter?

North Portland, Oregon
April 24, 1958

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Regarding your letter of April 21, 1958. I am not concerned about the contract between us on the storm drain lines but am concerned about the odor and fumes which will permeate the whole corner if your engineers make the mistake of tapping in the 18" sewer line too close to our septic tank.

The elevation where they are cutting in is about 30, whereas the elevation of the 36" line where they would cut in is about 20 and only 150' from the Oregon Slough. I am only trying to help you avoid an error in this situation as the State Health Department along with the tenents and customers we have on the corner will not tolerate these fumes and odor which will come up the storm drain lines. As I stated in my previous letter, direct entry to the 36" line would eliminate all this trouble.

Yours very truly,

Kernan Live-stock Farm, Inc.

By
F. J. Kernan, Pres.

FJK:alk

RECEIVED
APR 24 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 22 1958
FOR FILING

1971-532

5026

April 21, 1958

Mr. F. J. Kernan, President
Kernan Livestock Farm, Inc.
North Portland, Oregon

Dear Sir:

In reply to your letter of April 8, 1958, in which you again bring up the subject of the storm drain on Swift Boulevard just westerly from Denver Avenue, I wish to advise that I personally have read the agreement covering the use of the storm drain in this area and am quite sure that the connections that we are making to the drain fall within the scope of the agreement which the State has with you and which agreement was initiated by you.

Our Legal Department has recently reviewed this matter and assures me that the State is nowise violating the terms of the agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Leonard I. Lindas

FC:me hi

North Portland, Oregon
April 8, 1958

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

REFERRED TO
Cooper
By State Highway Engineer

Dear Sir:

You are now laying a 12" storm drain down the North Portland Road and tying in to an 18" sewer line of mine off the septic tank. Why don't they take this line down directly to the 36" pipe which runs underneath the North Portland Road and under the dike to the Oregon Slough. Then, you wouldn't have all this trouble with me and your troubles would all be over as this would take care of all the water on the whole junction and all the adjoining properties.

Would like to have you come down to this corner and look it over. Know you are busy but you can save the State some money. Will be glad to meet you if you will give me a call.

Yours very truly,

Kernan Livestock Farm, Inc.

By F J Kernan
F. J. Kernan, Pres.

FJK:alk

RECEIVED
APR 9 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

FORM 8-128

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 17, 1958

COPY

Alan F. Davis
Benson and Davis
Attorneys at Law
1023 Public Service Bldg.
Portland 4, Oregon

Re: Complaint of Frank Kernan
re sewer matter

Dear Mr. Davis:

This is to acknowledge your letter of March 11, 1958, concerning the above-entitled matter.

I was out of the office for several days last week and consequently this is my first opportunity to answer your letter.

In view of your request, I will again go into this matter, however, I feel that we are within our rights and do not feel that we are making unreasonable demands. You will hear from me in the near future concerning this.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:bk

RECEIVED
APR 21 1958
FOR FILING
Forrest Cooper

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

7971-532

5026

April 15, 1958

NOTED
W. C. WILLIAMS

Mr. Alan Davis
c/o Benson & Davis
Attorneys at Law
1023 Public Service Bldg.
Portland 4, Oregon

Re: Complaint of Frank Kernan
re sewer matter

Dear Mr. Davis:

As I indicated to you in my letter of March 17th, I have completely reviewed the Frank Kernan file and must state again that I feel that we are within our rights in this matter and do not believe we are making any unreasonable demands.

As I indicated to Mr. Kernan in my letter to him of March 7th, I feel that we are living up to the terms of the agreement that has been entered into and there is nothing further to be done.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:br
cc: Forrest Cooper

To WCW.

NOTED
FORREST COOPER

RECEIVED
APR 15 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 18 1958
FOR FILING

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5026

7

Salem, Oregon
March 14, 1958

Complaint of Frank Kernan
re sewer matter

Mr. Leonard Lindas
Chief Counsel
Department

I write this in answer to your recent request for an answer to Alan F. Davis in the Frank Kernan sewer matter. Since receipt of Mr. Davis' letter I have had a field investigation made and find as follows:

The Highway Department is at the moment constructing a storm drain along the southerly side of Swift Boulevard from Denver Avenue to the P. I. property. Although it is probable that this drainage would have had to be constructed eventually, we were prodded into action by Kernan himself, who has insisted that something be done to keep rainfall runoff from getting onto his property. It is proposed to connect this storm drain to the outfall sewer at a point near the westerly edge of the Kernan property in order that it may drain through the dike into the Oregon Slough. I see nothing in our agreement with Kernan that would prevent us from doing this; however, I will leave the interpretation of the agreement to you.

Mr. Skelton talked to Mr. Kernan, and, while the discussion was somewhat inconclusive, Skelton got the impression that Mr. Kernan did not contemplate any action, such as an injunction procedure, to prevent our procedure in the work in making the connection outlined herein.

It is my recommendation, and I have issued instructions that we proceed with the work as planned, leaving the next move, if any, up to Kernan. Unless there are delays that are not contemplated at this time, the work will be completed within the next 10 days. I leave it to your judgment as to when you answer Mr. Davis and as to what method you take to inform him that it is our intention to proceed under the agreement.

Forrest Cooper
Deputy State Highway Engineer

FC:me
cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. G. Skelton "Please correct any misstatements" F.C.

BENSON AND DAVIS
ATTORNEYS AT LAW

HARVEY S. BENSON
ALAN F DAVIS
THOMAS R. WILLIAMS
LESTER EPSTEIN

CAPITOL 6-3876
1023 PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

March 11, 1958

Mr. L. I. Lindas
Chief Counsel
State Highway Department
Salem, Oregon

Dear Mr. Lindas:

This will acknowledge the correspondence which you have had with Mr. F. J. Kernan, President of the Kernan Livestock Farm, Inc., with regard to the agreement between Kernan Livestock and the State Highway Commission dated the 30th day of June, 1955.

Mr. Kernan has advised that the amount of drainage from the highway is and will continue to cause a serious health problem and that any further drainage from the new highway which is being established will completely break down the present drainage system. I have reviewed the records, maps, etc., and it is my opinion that the State Highway Commission is making unreasonable demands under this agreement and thus, it is not enforceable.

Mr. Kernan is willing to work this out with your engineers in order to alleviate any serious health problems in the area. I suggest, however, that until it is worked out, no further action be taken by the Highway Department in forcing more drainage water into this system.

Very truly yours,

Alan F. Davis

AFD/s
cc: Mr. F. J. Kernan
Mr. Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
MAR 12 1958
OREGON
STATE HIGHWAY COMMISSION

FORM E-123X

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
MAR 10 1958
FOR FILING
7971-532
5026

March 7, 1958

Mr. F. J. Kernan, President
Kernan Livestock Farm, Inc.
P. O. Box 56
North Portland, Oregon

Dear Mr. Kernan:

Your letter of March 3 directed to Mr. A. C. Skelton, Division Engineer of this Department, has been handed to me for investigation and answer.

This is to inform you that we are living up to the terms of the agreement entered into, and your complaint, in my opinion, is without merit.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:bk
cc - Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
MAR 7 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 17 1957
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
A. E. JOHNSON, ASSISTANT DIVISION ENGINEER
P.O. BOX 4699, PORTLAND 2, OREGON

PHONE: OL 4-6511

IN REPLY PLEASE
REFER TO FILE NO.

7971-532

5026

October 15, 1957

7

F. J. Kernan
Kernan Livestock Farm
North Portland, Oregon

Dear Sir:

This will acknowledge your letter of September 25th addressed to myself, concerning the joint drainage facilities that you and ourselves are using at the Swift-Denver-Union area.

Mr. Lowell Johnston and D. H. Moehring discussed this drainage problem with you a short time ago, and we have received authority from the Salem office to install a siphon outlet catch basin, which I believe should take care of the problem mentioned in your letter. This work will be started as soon as an understanding can be arrived at with yourself. Mr. Moehring has a sketch of the proposed catch basin, which he will discuss more fully with yourself. We would appreciate your approval of the proposed work, so that further difficulty can be eliminated.

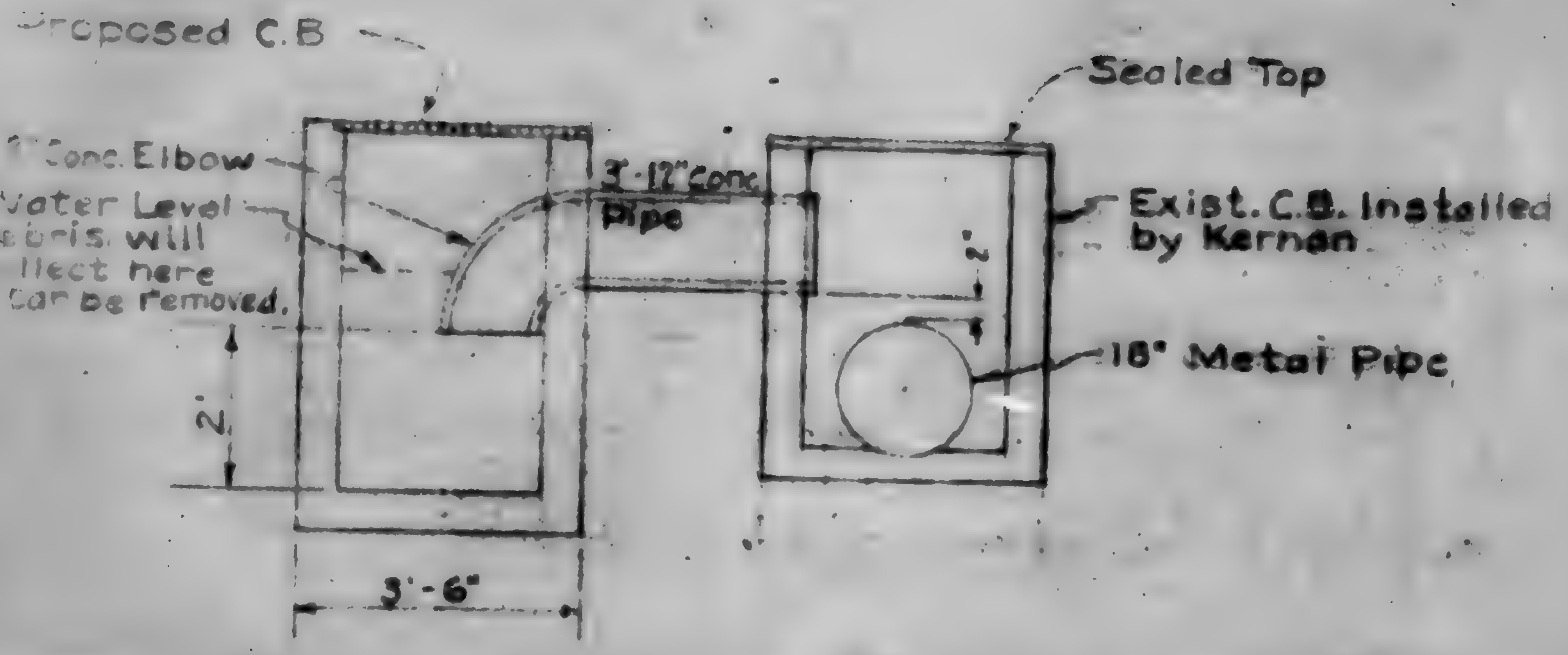
Yours very truly,

A. G. Skelton
A. G. SKELTON
Division Engineer

AGS:w
cc: W. W. Stiffler ✓
E. A. Collier
D. H. Moehring

RECEIVED
OCT 17 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. W. STIFFLER


Proposed C.B
12" Conc. Elbow
Water Level
ebris will
llect here
can be removed.
2'
3'-6"
3'-12" Conc. Pipe
Sealed Top
2'
Exist. C.B. Installed by Kernan
18" Metal Pipe

NOTED
W. W. STIFFLER

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OCT 8 1957
FOR FILING

FORM E-90X—27,500—8-57—1477

7971-532

5026

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 4, 1957

SUBJECT: F. J. Kernan
Drainage Condition

To: Mr. E. A. Collier
Maintenance Engineer
State Highway Department
Salem, Oregon

I am forwarding, herewith, letter dated September 25th, 1957 from Mr. F. J. Kernan of the Kernan Livestock Farms, Inc., concerning sand and other material that gets into the drainage system of his storm sewer, which is jointly used by Mr. Kernan and ourselves for drainage and comes from the Swift, Denver and Union area. The State paid Mr. Kemnan $1,000 for joint use of this drain land.

I am also enclosing copy of a report dated October 3, 1957 from Mr. Moehring, District Maintenance Superintendent. You will note that Mr. Moehring and Mr. Lowell Johnston met with Mr. Kernan and that Mr. Kernan feels we should install a trap of some kind to stop the flow of sand and debris from entering his drain line.

Under date of March 25th, 1957, Mr. Robert L. May, Jr. wrote to Mr. Kernan advising him that proper steps to stop the flow of debris in Mr. Kernan's system would be taken.

Mr. Moehring recommends that we replace the existing gravity outlet with a syphon outlet type, which he estimates will cost $100.

Approval of the enclosed Extra Gang Maintenance Work Order to cover the above change is recommended. We will check further on this matter with Mr. Kernan and I believe that we can work out an agreement with him for the installation mentioned above.

A G Skelton
A G SKELTON,
Division Engineer

AGS/bd
encs.
cc: Stiffler ✓
Moehring

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. W. STIFFLER

FORM E-30X—37,000—2-57—1477

## OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 3, 1957

SUBJECT: F. J. Kernan Drainage Condition

To: Mr. A. G. Skelton
Division Engineer,
Portland

Yesterday morning, Mr. Lowell Johnston and I met with Mr. F. J. Kerman on his property at Swift Blvd. and Denver Avenue. Mr. Kernan feels that we have an obligation to install a trap of some kind to stop the flow of sand and debris from entering his drain line.

In Robert L. May, Jr's letter to Mr. Kernan dated March 25, 1957, he assured him that we would take steps to prevent the flow of sand and debris into Mr. Kerman's drainage system. In order to fulfill our part of the obligation, I recommend that we replace the existing gravity outlet type catch basin with a syphon outlet type. With this facility, the sticks and twigs will float on the water and the sand will settle to the bottom permitting only water to flow out into the outfall line. This facility can also be cleaned out at regular intervals.

I think it is essential that we get a release from Mr. Kernan to the effect that he will be satisfied with this type of facility for separating the debris from the storm water.

I have attached an extra gang work order for the construction of a syphon outlet catch basin to replace the existing facility.

D H Moehring

D. H. Moehring
Dist. Maint. Supt.

DHM:hr

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OREGON
STATE HIGHWAY COMMISSION

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OCT 7 1957
FOR FILING

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North Portland, Oregon
September 25, 1957

Mr. A. G. Skelton, District Engineer
Oregon State Highway Department
McLoughlin Boulevard
Portland, Oregon

7

Gentlemen:

Referring to my letter of March 11, 1957, third paragraph, wherein I notified you to take care of sand, sticks and garbage dropping in to my storm drain. Some time after I wrote you that letter, I received an answer from your Robert L. May, of no date, copies of which were sent to W.W. Stiffler, Forrest Cooper, E.A. Collier, A.G. Skelton and C. Peterson, assuring me that immediate arrangements would be made to take care of this situation.

Six months have passed and the situation has not yet been taken care of, or the pipe been cleaned out. This pipe will have to have a trap in it to separate your storm water from my sewer system. You have made no effort to clean the garbage or sand and trash that has formed in my 18" corrugated iron storm drain pipe, which runs to the Oregon Slough, and which cost me approximately $10,000.00. I assure you that you are not going to stop up the sewer systems from the store, apartment house, service station and trailer court, in other words from the businesses on that corner on Denver and Union Avenues. I have closed off your drain and it is going to stay closed until you take care of this situation, so it will not interfere with the sewer system on these business properties. Before you touch this drainage system, I want you to send me a plan or a sketch on what you are going to do.

I have had no answer from you on the last correspondence I sent you on this situation.

Yours very truly,

Kernan Livestock Farm, Inc.

By____________________
F. J. Kernan, Pres.

FJK:alk

cc: Oregon State Highway Commission.

NOTED
W. W. STIFFLER

RECEIVED
AUG 20 1957
FOR FILING

7971-532

5026

Salem, Oregon
August 20, 1957

Mr. E. A. Collier
Maintenance Engineer
Office

Reference is to the correspondence submitted relative to an invoice received by the Portland Division Office from the Kernan Livestock Farm, Inc., Box 56, North Portland, Oregon, dated July 18, in the total amount of $932.50.

The above billing indicates that the total expenditure is for labor, pipe, material, and equipment to place a pipe extension on the storm drain line outlet at Oregon Slough from the Swift Cut-off Road on North Portland junction.

It is assumed that the above billing covers expense to the Corporation during 1957, and the description of the work would place it in the same category of other claims for similar work which were rejected by Robert L. May, Acting Chief Counsel, under date of March 25, 1957. Therefore, under the assumption that the billing and your reports cover substantially the same operations as referred to in Mr. May's letter, the above-mentioned claim is also rejected.

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

cc Mr. Leonard I. Lindas
Attention: Mr. Chas. Peterson

Mr. A. G. Skelton

FORM 230—50M—9-56—98854

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 15, 1957

SUBJECT: Drainage at Kernan Property
North Portland

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
OFFICE

Herewith copy of a letter from A. E. Johnson, Assistant Division Engineer, and a copy of Mr. L. A. Johnston's letter reporting on the bill attached from Kernan Livestock Farm, Inc., dated July 18, 1957 in the amount of $932.50. This bill is for labor, pipe material and equipment to place a pipe extension on the storm drain line outlet at Oregon Slough.

Mr. Johnson refers to two other bills which Kernan Livestock Farms, Inc., have presented for work on this drainage system, being as follows:

| | | | |
|---|---|---|---|
| 1. | August 18, 1956 | Pumping & Cleaning Septic Tank | $275.00 |
| 2. | March 11, 1957 | Pumping Septic Tank & Install Storm Drainage system. | 945.09 |

Both of these claims were denied, the first in a letter dated October 9, 1956 by yourself, and the second in a letter dated March 25, 1957 by Acting Chief Counsel Robert L. May, Jr.

On the basis of the previous findings as stated in Mr. May's letter to Mr. F. J. Kernan, President, Kernan Livestock Farm, Inc., we recommend that this bill of $932.50 also be denied.

E. A. Collier
Maintenance Engineer

By

E. E. Johnston
E. E. Johnston
Assistant Maintenance Engineer

EEJ:dl
Encl.

cc A. E. Johnson
L. A. Johnston
D. H. Moehring

NOTED
W. W. STIFFLER

RECEIVED
AUG 19 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-30X—37,800—2-57—1477

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 14th, 1957

**SUBJECT:** Drainage at Kernan Property
North Portland

To:
E. A. Collier
Maintenance Engineer
State Highway Department
Salem, Oregon

Enclosed herewith is a statement from Kernan Livestock Farm, Inc., dated July 18, 1957 in the amount of $932.50 for labor, pipe material and equipment to place a pipe extension on the storm drain line outlet at Oregon Slough. Also enclosed is a letter from Mr. Lowell Johnston, who investigated this bill. The drain line which Mr. Kernan extended at the Oregon Slough outlet is covered by an agreement between the State Highway Department and Kernan Livestock Farm, Inc., dated June 30, 1955.

In August of 1956 Mr. Kernan requested payment of $275 in connection with work on this drain line, which bill was denied by Mr. Stiffler on October 9, 1956. On March 11, 1957 Mr. Kernan submitted a billing in the amount of $945.09 for work on the same drain line, which claim was denied in a letter from Mr. Robert L. May, Acting Chief Counsel, to Mr. Kernan dated March 25, 1957. In Mr. May's letter to Mr. Kernan, he called attention to paragraph 2 of the agreement, whereby the maintenance of the drainage system, and any changes in the system which may be ordered by the State Sanitary Auhority, would be Mr. Kernan's sole expense.

As mentioned by Mr. Johnston in his report, it does not appear that we would be obligated to share in the cost of the extension placed by Kernan Livestock Farm, and it is recommended that this claim be denied.

Original Signed by A. E. Johnson

A. E. JOHNSON
Assistant Division Engineer

AEJ:w
Encl.
cc: L. A. Johnston
D. H. Moehring

FORM E-90X—60M—11-55—90825

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 24th, 1957

SUBJECT:

To: A. G. Skelton

Under date of July 18, 1957, Kernan Livestock Farm, Inc., Box 56, North Portland, Oregon, sent you a bill in the amount of $932.50, which covered the extension of an 18 inch storm drain where it enters into Oregon Slough.

We have an agreement with the Kernan Livestock Farm under which we paid them $1,000.00 for the right to dump storm water into a storm drain which had been installed by Kernan Livestock Farm. At the outlet of the storm drain where it enters into Oregon Slough, Mr. Kernan, president of the Kernan Livestock Farm, extended the 18 inch storm drain 20 feet farther out into the slough, and this bill represents the cost of this 20 foot extension.

In the agreement with Kernan Livestock Farm it does not require that we participate in any extension of the existing storm drain, so it would appear that we would not be obligated to share in the cost of the extension placed by Kernan Livestock Farm.

Lowell A Johnston
LOWELL A. JOHNSTON
Resident Engineer

LAJ:w

Kernan Livestock Farm, Inc.
Box 56, North Portland, Ore.

[illegible]

North Portland, Oregon
July 18, 1957

Copied 7-19-57
By [illegible]
Copy to Lowell Johnston
1 extra copy

Oregon State Highway Dept.
9200 S.E. McLoughlin Blvd.
Portland, Oregon

Referred to Johnston
File# 186. Date 7-19-57
Answer Date 7-31-57

Labor, Pipe, Material and equipment to place pipe extension on storm drain line on outlet on Oregon Slough fro Swift cut-off Road on North Portland junction.

| | |
|---|---|
| Bill from General Construction Co. for labor and equipment | $160.34 |
| Collins Concrete & Steel Pipe Co. | 107.16 |
| KPR Company--fill dirt, | 542.00 |
| Wm. E. Keenom, cat work on fill dirt | 48.00 |
| Dump man, supervising and insurance etc. | 75.00 |
| | $932.50 |

RECEIVED
JUL 19 1957
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

W W Stiffler

FORM 2-125 5M REVISED 2-55

RECEIV

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

7271-532

5026

Mr. F. J. Kernan, President
Kernan Livestock Farm, Inc.
Post Office Box 56
North Portland, Oregon

Re: Drainage condition Kernan property, North Portland, Oregon

Dear Mr. Kernan:

Your letter addressed to Mr. A. G. Skelton, our Division Engineer at Portland, has been referred to me for reply. This was made necessary by reason of the fact that your letter contained a claim against the State Highway Commission, determination of which can only be decided upon the basis of legal liability.

Your claim is composed of two parts. One is an item of $275.00 for pumping of the septic tank; and two, an item of $670.09, cost for installation of storm drainage pipe.

We have had a thorough investigation made of your claim and have on file numerous reports from our engineers relating to the facts surrounding the drainage system now existing in your area.

Your attention is directed to paragraph 2 of "Things To Be Done By Kernan", a part of an agreement between you and the Highway Commission, which was entered into on June 30, 1955, and which reads as follows:

> "2. Kernan, for itself, its successors and assigns agrees to maintain its own drainage system as above described at its own expense, and will be solely responsible for any changes in the system which may be ordered by the state sanitary authority and will affect the same, if ordered, at its sole expense."

It would appear, therefore, that you received a consideration for permitting the state to connect with your drainage system and further agreed to maintain it and to make such changes as might be necessary at your sole cost and expense. This item of damage was previously claimed by you and liability therefor denied under letter dated October 9, 1956 from Assistant State Highway Engineer W. W. Stiffler. There have been no facts brought to our attention which would cause any modification in our disposition of this item of damage.

NOTED
W. W. STIFFLER

The next item of damage for which you claim $670.09, represents costs in construction of a storm drainage pipe across your property. From our investigation, it would appear that prior to your development in which substantial filling was done by you, surface water in the particular area now conveyed in your storm drainage pipe, flowed in natural drainage channels across your property in a westerly direction to low ground between Denver Avenue and the Swift connection to Denver. This state has adopted the civil law rule as far as surface waters are concerned, which means that each landowner has a right to have surface waters drained across lands in a natural manner and the owner of the lower lands must accept waters which have naturally drained in this manner. Therefore, we are of the opinion that in making your improvements, you were under a duty not to disturb the natural drainage of surface waters and were obligated to see that they drained off in their natural and accustomed manner. We believe that the item of damage claimed by you represents the cost for such construction work and that the State Highway Commission has no obligation to reimburse you for such cost.

In your letter, you further called our attention to the fact that sand was being carried into your storm drainage system. You may be assured that proper instructions have been given to our officials, requesting immediate arrangements looking toward the prevention of any future occurrences of this type.

Based on the foregoing, we have no alternative but to respectfully deny your claim in its entirety.

Very truly yours,

ROBERT L. MAY, JR.
Acting Chief Counsel

RLM:nm
cc: W. W. Stiffler
Forrest Cooper
E. A. Collier
A. G. Skelton
C. Peterson

RECEIVED
MAR 26 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 230—30M—11-55—90124

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[illegible]
LEGAL DEPT.

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 13, 1957

**SUBJECT:** Drainage at Kernan Property
North Portland

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer

Herewith letter from A. G. Skelton, letter from F. S. Kernan, bill from Kernan and map showing drainage at intersection of Denver Avenue and Swift Avenue, North Portland.

Please refer to your letter to Kernan Livestock Farms, Inc., of October 9, 1956, in which you denied first bill for $275.00. Kernan now wants $945.09, including the $275.

Skelton reports he sees no obligation for the State to pay this and I concur.

EACollier
E. A. Collier
Maintenance Engineer

EAC:ieb
Enc.

cc A. G. Skelton

RECEIVED
MAR 14 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—11-55—50223

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 12th, 1957

SUBJECT: Drainage at Kernan Property

To: E. A. Collier
Maintenance Engineer
State Highway Department
Salem, Oregon

Under date of August 23, 1956 you wrote forwarding copy of a letter addressed to Mr. W. C. Williams from F. J. Kernan, president of the Kernan Livestock Farms, Inc. of Portland. Mr. Kernan advised of drainage trouble from water from our highways going into his sanitary sewer system, and that the State Health Department had required him to put in a separate drainage line to take care of surface drainage. This letter was under serial No. 555, assignment No. 7-FC.

I am forwarding herewith letter from F. J. Kernan dated March 11, 1957, addressed to myself, together with a billing from Kernan in the amount of $945.09 for pumping out his septic tank and putting in the storm drainage system. This seems to be a duplication of his earlier letter, and I can see no obligation on our part to either pay him for pumping out the setptic tank or for the installation of the storm sewer, which he states cost $670.09.

We have an agreement between the State Highway Commission and the Kernan Livestock Farms in which Kernan gave us right to use his drainage system which empties into Oregon Slough a short distance east of the Pacific International Livestock Pavillion. I am enclosing herewith a sketch showing Kernan's drainage system which we are utilizing on the basis of the payment of $1000.00, which was covered in the agreement. I am enclosing herewith a copy of this agreement, and you will note in paragraph 2, page 2, that Kernan is solely responsible for any changes in his sanitary system that may be order by the State Sanitary Authority. I believe the two items in the bill would come under that head. The drainage system mentioned by Kernan is constructed entirely on his own property, however it does pick up surface drainage from our highway in that locality. This drainage system discharged into low ground before the Kernan property was filled in by him in 1954.

I am referring the matter of the sand mentioned by Mr. Kernan to the District Maintenance Superintendent in charge of that section, with the request that proper steps be taken to keep sand from going into the drainage system.

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: L. A. Johnston
B. P. Huntley
D. H. Moehring

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North Portland, Oregon
March 11, 1957

Kernan, 1.

Mr. A. G. Skelton, District Engineer
Oregon State Highway Department
McLoughlin Boulevard
Portland, Oregon

7

Ps.

Gentlemen:

Mr. Skelton, we have had numerous conversations regarding taking care of the surface water on the foot of North Denver Avenue, Union Avenue and the approach of the Oregon Slough Bridge. We have had so much trouble, and so much rain and water it was a hazard to our business on that junction. We were forced to put in concrete pipe for a drainage system from your highways and the junction.

We have billed you for this expense, and I want this bill taken care of or an answer on it as to what you are going to do about it, or I will take some steps to collect it.

Also, the State has an agreement with the Kernan Livestock Farm, Inc., wherein they are allowed to run surface water off the Swift cutoff through our drainage pipe into the Oregon Slough. You do not have any agreement with us to run sand through this pipe and you have no maintenance or catch basins or anything of any kind to separate the water from the sand. This pipe is going to fill with sand and you will be held responsible for it, or any damage it may cause. This must be taken care of at once.

Yours very truly,

Kernan Livestock Farm, Inc.

By F. J. Kernan
F. J. Kernan, Pres.

FJK:alk

NOTED
A. G. SKELTON

RECEIVED
MAR 12 1957
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

STATEMENT

# KERNAN LIVESTOCK FARM

TELEPHONE: TWINOAKS 6711
P. O. BOX 56 — NORTH PORTLAND, OREGON

Oregon State Highway Dept.
McLoughlin Boulevard
Portland, Oregon

Mar. 10, 1957

| | | | |
|---|---|---|---|
| | | Pumping out septic tank | 275.00 |
| | | Putting in storm drainage pipe | 670.09 |
| | | | $945.09 |

Since putting in this storm drain, we have no more trouble with the septic tank filling full of surface water.

"WE TRAIN AND RAISE THOROUGHBRED HORSES"

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FOR FILING

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LEGAL DEPT.

October 9, 1956

Kernan, F.S

Kernan Livestock Farm, Inc.
North Portland, Oregon

wws

Attention: F. J. Kernan, President

Gentlemen:

Your letter dated August 18 to the attention of Mr. Williams, relative to surface drainage on Denver Avenue and the Swift Secondary Highway and as it affects your property lying westerly of that area, has been referred to my attention and the Maintenance Division for investigation and decision with respect to your request to be reimbursed, in the amount of $275, for pumping and cleaning your septic tank which serves your trailer park apartments and other small business.

The subject of surface drainage as it originally existed and as it is today has been carefully investigated, and very good detailed reports have been rendered by Mr. Lowell A. Johnson, Resident Engineer, and Mr. A. G. Skelton, Division Engineer.

I understand that you are familiar with our proposed plan to revise the surface drainage in all of the area under discussion, involving some reconstruction of the interchange which may possibly require some additional right of way as a necessary transition to the Columbia River Bridge Project, now underway. The present system is certainly not all that is desired; however, the present system is primarily the culmination of the development and grade changes made on your property over a period of time. In so far as the Highway Department is concerned, we believe that the present system will function for a short period of time, until the proposed plan can be constructed.

This year, we experienced one of the driest summers on record. In view of this fact, we are unable to understand how sufficient surface waters from the highway and which the Highway Department is responsible for could be the direct cause requiring the cleaning of your septic tank. This is not an obligation of the Highway Department; therefore, we must respectfully deny your request for reimbursement in the amount of $275.

Very truly yours,

W. C. Williams
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

cc Mr. E. A. Collier
Mr. A. G. Skelton

WWS:er

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Salem, Oregon
October 5, 1956

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LEGAL DEPT.

Kernan, Frank

Mr. W. W. Stiffler
Assistant State Highway Engineer
OFFICE

Drainage condition
Frank Kernan property
Portland

I hand to you herewith a file which appears to be more in your domain than mine. It refers to a squawk from our old friend, Frank Kernan, about some drainage in the Swift-Denver-Union area. Attached are copies of letters from Lowell Johnston, A. G. Skelton, and E. E. Johnston, which belabors the matter somewhat and leaves it hanging in thin air.

It seems to me that the matter of payment of $275 to Mr. Kernan for pumping out his septic tank is a matter of his concern only. The bill is dated August 8, 1956, which is toward the shank end of one of the dryest summers ever experienced in this area. Septic tanks have a habit of needing pumped, but I do not see where the Highway Department should be pulled into this one. I would suggest that you tell him just that.

Referring to the broader problem of drainage in that area, I suggest that we take steps to provide for drainage of our facilities entirely independent of anything Mr. Kernan may have, with the possible exception of use of the outfall sewer, which we unfortunately are in partnership with Mr. Kernan on.

I do not believe that we should get into any further entanglements with Frankie, as he has been a thorn in our side since "Man's mind runneth not to the contrary." As this seems to be a maintenance matter, will you please unwind it.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

Attach.

cc Mr. W. C. Williams

FORM E30—50M—2-55—62966

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 4, 1956

**SUBJECT:** Assignment #7-FC
Drainage condition
F. J. Kernan
North Portland Road

**To:** Mr. Forrest Cooper
Deputy Highway Engineer
OFFICE

Herewith report on assignment No. 7FC regarding a request from Mr. F. J. Kernan, President of the Kernan Livestock Farm, Inc. to be reimbursed in the amount of $275.00 paid by him to have his septic tank pumped out. It was done to conform with State and County Health Department regulations. He says he expects to be paid for it if the State Highway Department uses the pipeline for their surface and storm water. He says that his drain has been taking care of this water from the junction of the State Highways at North Portland and North Portland Road, but this drain has been plugged and will not take the water in the future.

Mr. Skelton and Lowell Johnston have made an investigation. We enclose the letters they have written and a sketch they have prepared showing the location of catch basins and sewer lines.

Mr. Skelton says there is an agreement with Mr. Kernan to pay him $1000 for the use of the drain line in the future, and he feels that we are under no obligation to pay the $275.00 since Kernan built the system on his own land and without State request.

E. A. Collier
Maintenance Engineer

By

E. E. Johnston
Asst. Maintenance Engineer

EEJ:dl
Encl

RECEIVED
1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 230—50M—2-55—62986

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
[illegible]
LEGAL DEPT

Portland, Oregon
September 26, 1956

SUBJECT: Serial #555
Assignment #7-FC
F. J. Kernan

To: E. A. Collier
Maintenance Engineer
State Highway Department
Salem, Oregon

Attn: E. E. Johnston

Under date of August 23, 1956 you wrote forwarding copy of a letter addressed to Mr. W. C. Williams from F. J. Kernan, president of the Kernan Livestock Farms, Inc. of Portland, Oregon, in which he advised that the drain on their property installed by them has not been taking care of the storm and surface water from the junction of the state highwaya at North Portland and the North Portland Road. He also stated that the existing catch inlet previously installed by him has been plugged and will not in the future take care of the storm and surface water from the junction. Mr. Kernan also stated that he had correspondence from the State Health Department, and was directed by them to not run storm and surface water into their large septic tank. Mr. Kernan advised that he had been put to an expense of $275 to pump out his septic tank, and that he will have to install a separate drainage line to take care of this surface drainage. You asked that I investigate this matter, and report with my recommendations. The copy of Mr. Kernan's letter which you mentioned as being attached did not reach this office. However, this matter has been discussed with Mr. Kernan, and I believe we are quite familiar with the intent of his letter.

I am enclosing herewith report dated September 24th from Lowell Johnston, who has been resident engineer on a number of projects adjacent to the Kernan property, and is quite familiar with the drainage situation at this location. Enclosed with Johnston's letter is a sketch map which shows the drainage system in the vicinity of Kernan's property, and also modifications he has made in the drainage from his inlet to by-pass the large septic tank. I believe this sketch gives a pretty complete picture of the matter brought up by Mr. Kernan. In addition to Johnston's excellent report, I might add, that immediately after World War II, when I was maintenance superintendent in District 1-A, I had a number of complaints from Mr. Kernan about this entire drainage matter. I went over it with him in the field at that time, and determined that Kernan had built up his property on his side of the right of way line, so that the water that fell on the intersection could not drain off the shoulder as it had previously drained, so that he found it advisable to install the catch basin shown as catch basin "A" on the sketch. This catch basin was carried to the edge of the existing Kernan fill, where it discharged into low ground, and from there into the normal drainage where it was taken across Swift Road west of the junction. Mr. Kernan has plugged catch basin "A", which drained into the septic tank, and has installed a new catch basin shown as catch basin "B", and a drain line extending to the west, which will eventually discharge into our roadside ditch on the new Swift-Union-Denver connection. Our future plans provide for picking up all the drainage now draining on to Kernan's property. This work will be done at such a time as we improve the section south of Oregon Slough, which will be widened considerably, and will serve as our connection from Denver Avenue to the new Interstate Bridge Project. In 1954 at the time our Swift-Union-Denver connection was constructed, we entered into an agreement with Kernan for the use of his drain line which empties into Oregon Slough, as shown on the attached sketch. Our agreement with him provides for a payment of $1,000.00 for the right to use this drain line in the future.

Johnston mentions that Kernan has been put to considerable expense in handling this drainage water, however I do not agree with him that we are under any obligation to compensate Mr. Kernan for this expense. The catch basin was installed on his property by him, and all the work done to lead this water away was also done without any request from ourselves. I do not question at all his expenditure of the $275 mentioned, and he probably has expended in excess of this amount for the drain line that was installed after his original letter.

A. G. Skelton

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: Lowell Johnston
B. P. Huntley

FORM E30—50M—2-55—62966

# OREGON STATE HIGHWAY DEPARTMENT

## INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 24, 1956

SUBJECT: Serial #555
Assignment #7-FC

To: A. G. Skelton

Under date of August 23, 1956 Mr. E. E. Johnston, Assistant Maintenance Engineer, wrote to you in regard to a letter written to Mr. Williams by Mr. F. J. Kernan in regard to drainage at the junction of North Portland Road and Denver Avenue near the junction of Denver and Union Avenue. Mr. Kernan claims that water from the Denver-Union-Swift junction runs from our pavement on to his property, from which point he has been forced to take care of the water. In this letter from Mr. Kernan he requests that the state reimburse him in the amount of $275.00 for pumping out his septic tank, which was made necessary by the fact that storm water ran through his drainage system and thence into the septic tank.

As requested in Mr. Johnston's letter, a sketch map showing the drainage system of Kernan's in this vicinity, has been made, and is being enclosed herewith. In order to better understand the drainage in this area I will give a short history of the area since 1947 when I first became familiar with this area. In about 1942 or 1943 the existing traffic interchange was constructed at the junction of Denver and Union Avenue, and also the connection to Swift Highway from Denver Avenue. After construction of this interchange, considerable water drained off the pavement on to the adjacent property owned by Mr. Kernan. In order to take care of this water, Mr. Kernan installed a catch basin, marked as catch basin "A" on the enclosed sketch, and the water from this catch basin was carried westerly to low ground to the west of Denver Avenue. In 1954 we constructed the Swift-Union-Swift-Denver connection shown on the sketch, at which time Mr. Kernan filled the area between our fill on the Swift-Union connection and Denver-Union, which fill raised the ground level to approximately that of Denver Avenue, which, of course, shut off the flow of water from catch basin "A" shown on the sketch. Last year Mr. Kernan began development of a trailer park on his property, and carried the water from catch basin "A" westerly to a storm sewer, which storm sewer carried the water northerly to the septic tank shown on the sketch, and from the septic tank water continued northwesterly through an 18 inch pipe to Oregon Slough. The State Board of Health objected to running storm water through the septic tank, which necessitated the installation of another storm sewer to carry the storm water from near his office westerly to a point of discharge. Mr. Kernan plugged catch basin "A" shown on the sketch, and installed another catch basin marked catch basin "B" at the easterly end of a new storm sewer, the easterly end of which was near his office. Mr. Kernan has also installed catch basins "C" and "D" as shown on the sketch, which catch basins are at the easterly end of two storm sewers which he has installed.

In order to properly drain water from our existing and proposed new highway connection, it is proposed to start a storm sewer just south of the Shell Station shown on the sketch, which storm sewer would run northerly along the west side of Denver Avenue, and thence northwesterly along the southerly side of the Swift Highway, and would connect with the existing manhole located on Kernan's property near the shower house shown on the sketch. This proposed storm drain would adequately take care of any drainage water from our highway, and would eliminate further drainage troubles with Mr. Kernan.

Mr. Kernan has been to considerable expense to properly take care of the drainage water which enters on to his property, and if by the payment of $275 to him, he would not make any further claim, and would take care of the water until our new proposed drain system is installed, I would recommend that he be paid this amount.

I am enclosing three prints of this sketch, showing drainage system, buildings, and other installations in the vicinity of the Denver-Swift connection.

Lowell A. Johnston
LOWELL A. JOHNSTON
Resident Engineer

LAJ:w
Encl.

RECEIVED
SEP 24 1956
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

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E. E. STREAM

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FOR FILING

FORM E-50X [illegible]
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**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
August 23, 1956

SUBJECT: Serial #555
Assignment #7-FC

To:

Mr. A. O. Skelton
Division Engineer
Portland, Oregon

Attached hereto is a copy of a letter addressed to Mr. W. C. Williams from Mr. F. J. Kernan, President of the Kernan Livestock Farm, Inc., of North Portland, Oregon, in which he advises that the drain on their property installed by them which has been taking care of the storm and surface water from the junction of the state highways at North Portland and the North Portland road, has been plugged and will not in the future take care of the storm and surface water off the junction. They also advise that they have had correspondence regarding this from the State Health Department and have in turn notified us that the storm and surface water cannot run into their 10,000 gallon septic tank which was installed two years ago.

They have had to pump out the septic tank on August 18, which they claim cost them $275.00 and wish that the Highway Department reimburse them for that amount. They say that a pipe will have to be installed immediately from this junction to take care of the storm and surface water across filled property of the Kernan Livestock Farm, Inc., and connected into the manhole bypassing the septic tank and then run into the Oregon slough.

Please investigate this matter and report with recommendations. We would appreciate having a penciled sketch showing the location of the drain with respect to the intersection of North Portland Road with the State Highways.

E. A. Collier
Maintenance Engineer

By

E. E. Johnston
Asst. Maintenance Engineer

EEJ:dl
Encl.

cc F. C. Cooper

REFERRED TO
Cooper
By State Highway Engineer
For necessary action

North Portland, Oregon
August 18, 1956

Mr. W. C. Williams
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Sir:

This is to notify you that the drain on our property installed by the Kernan Livestock Farm, Inc. which has been taking care of the storm and surface water from the junction of the State Highways at North Portland and the North Portland Road, has been plugged and will not in the future take care of the storm and surface water off the junction.

We have had correspondence and arguments on this for years but the State Health Department has notified me and we have in turn notified you that the storm and surface water cannot run into our 10,000 gallon septic tank which was installed two years ago.

We had to pump out the septic tank today which cost us $275.00, which had to be done because the people in the trailer court objected to the oder. We have had several complaints from the tenants in the trailer court and apartment house, and the customers in the North Portland Market. It was necessary that we do this to conform with State and County Health Department regulations.

We would like to be reimbursed for the $275.00 for which we enclose a copy of billing. A pipe will have to be installed immediately from this junction to take care of the storm and surface water across the filled property of the Kernan Livestock Farm, Inc. and connected into the manhole, bypassing the septic tank and then run into the Oregon Slough, according to the State Health Department regulations. We will be glad to work with you but this has to be done at once, which we expect to be paid for, if the State uses the pipeline for their surface and storm water.

Yours very truly,

Kernan Livestock Farm, Inc.

By F. J. Kernan
F. J. Kernan, Pres.

FJK:Alk

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502-6

September 9, 1958

Mr. A. A. Tims, President
Peninsula Drainage District No. 1
North Portland, Oregon

Dear Mr. Tims:

Under date of June 3, 1958, I submitted to you plans for the installation of a sewer carrying highway drainage through the dike west of the south end of the Oregon Slough Bridge. You approved these plans. Due to right-of-way difficulties, it has become advisable to change the location of this sewer and I am attaching five prints of a map and profile showing the installation which we now propose. The type of installation is practically identical with the installation which you previously approved. Your examination and approval of these plans and forwarding to the District Engineer, Corps of Engineers, U. S. Army, Portland, would be greatly appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block, Portland 5, Oregon

Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. G. Skelton

FORM E-30 50M 8-57—6583

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 4th, 1958

SUBJECT: Interstate Br.-Oregon Slough
Pacific Highway
Contract #5026

To: Mr. G. S. Paxson
Ass't. State Highway Engineer
Office

I am handing you herewith five prints of a drainage proposal which is to drain the area near the junction of Portland Road with Swift Boulevard located on the subject-named job. These prints are submitted to you so that we may obtain a permit from the Army Engineers for going through their dike at this point. We will also need permission of the Penninsula Drainage District No. 1, Mr. A. A. Tims, President.

You will perhaps recall that several months ago we made a similar application which was to be constructed on an easement provided by Mr. Frank Kernan. Due to the difficulty of dealing with Mr. Kernan, it has been proved impractical to construct this storm sewer outfall as planned.

We, therefore, request that a permit be granted on the Westerlund property as shown on the attached sketch maps, and that the previous permit be cancelled.

Very truly yours,

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY:AR

cc to: Forrest Cooper
A. G. Skelton
James Don

NOTED
S. PAXSON

RECEIVED
SEP 4 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Form A-160—5M—10-55

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SEP 23 1958
FOR FILING
7971-532
5026

OREGON STATE HIGHWAY DEPARTMENT

# Price Agreement

## APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name [illegible] Oregon Slough Bridge
Date [illegible], 1958
Highway [illegible]
Contract No. 5026
County Multnomah
Prefix 7971-532
Contractor Warren Northwest, Inc.
F. A. Project No. [illegible]
Address P.O. Box 5072, Portland 13, Oregon
Price Agreement No. 6

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Construct drainage facilities from Swift Highway to Oregon Slough

Locations by station numbers:

Sta. 109 + 70

Names of pay items, estimated quantities and agreed prices:

As per attached sheet .................. $ 5,887.50
(Quantities are only approximate)

Specifications, basis of measurement and other provisions: Extension of time on Contract No. 5026 will be required. Contractor will install pipe across Westerland's access road in a manner that will not block traffic to Westerland's business. Standard specifications to apply. Quantities shown on this Price Agreement are only approximate.

**INSTRUCTIONS**

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

| | |
|---|---|
| Project authorization | $ 317,253.71 |
| Present estimate of project cost, including $ 5,887.50 for work under this order | $ 319,421.59 |
| Expected over-run (amount) | $ 2,167.88 |
| Expected over-run (per cent) | .68 % |

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction—Bridge—Engineer

Signed: Contractor

Approved: State Highway Engineer

State Printing 8247

**WARREN NORTHWEST INC.**
HIGHWAY & ROAD CONTRACTORS
POST OFFICE BOX [illegible] • PHONE [illegible]
PORTLAND 19, OREGON

September 8, 1958

Oregon State Highway Dept.
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Attention: Mr. James Don, Resident Engineer.

SUBJECT: Construction of drainage facilities, Interstate Bridge, Oregon Slough Section, Pacific Highway.

Gentlemen:

As requested, we submit the following prices on the various items of work described below:

| | | | | | | |
|---|---|---|---|---|---|---|
| 1. Clearing and grubbing | | | | Lump Sum | | $ 300.00 |
| 2. Drainage excavation | 320 | C.Y. | @ | $3.30 | per C.Y. | 1,056.00 |
| 3. Type A manholes, 10'-15' | 2 | | @ | 320.00 | Each | 640.00 |
| 4. Type B manholes, 4'x12' | 1 | only | @ | 305.00 | Each | 305.00 |
| 5. Concrete catch basins | 4 | | @ | 85.00 | Each | 340.00 |
| 6. Remove and plug catch basins and inlets | 2 | | @ | 33.00 | Each | 66.00 |
| 7. Furnish and install seepage diaphragms | 2 | | @ | 90.00 | Each | 180.00 |
| 8. Furnish and install 18" slide type tide gate | 1 | | @ | 165.00 | Each | 165.00 |
| 9. Pipe under pavement | 160 | L.F. | @ | 5.00 | per L.F. | 800.00 |
| 10. 8" concrete pipe | 440 | L.F. | @ | 1.70 | per L.F. | 748.00 |
| 11. 18" corrugated metal pipe | 210 | L.F. | @ | 5.00 | per L.F. | 1,050.00 |
| 12. Rip rap slope pavement | 20 | S.Y. | @ | 10.00 | per S.Y. | 200.00 |
| 13. 12" concrete pipe | 15 | L.F. | @ | 2.50 | per L.F. | 37.50 |
| | | | | TOTAL . . . . | | $5,887.50 |

Very truly yours,

WARREN NORTHWEST, INC.

J. R. Wininger,
President

JRW/js

1 Copy - 5203
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Existing contracts -

| | |
|---|---|
| Interstate (West) Bridge and Columbia Slough | See Sheet 1 |
| Interstate (East) Bridge Reconstruction | " " 2 |
| Oregon Slough-Interstate Grading | " " 3 |
| Washington Approach (Est. $100,000) | |

Future contracts -

| | |
|---|---|
| Toll Plaza | Est. Cost $ 250,000 |
| Oregon Slough-Interstate Lighting | 70,000 |
| " " " Landscaping | 17,000 |

For Interstate Bridge Dedication
Vancouver, Washington
July 1, 1958

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Existing contracts -

| | |
|---|---|
| Interstate (West) Bridge and Columbia Slough | See Sheet 1 |
| Interstate (East) Bridge Reconstruction | " " 2 |
| Oregon Slough-Interstate Grading | " " 3 |
| Washington Approach (Est. $100,000) | |

Future contracts -

| | |
|---|---|
| | Est. Cost |
| Toll Plaza | $ 250,000 |
| Oregon Slough-Interstate Lighting | 70,000 |
| " " " Landscaping | 17,000 |

For Interstate Bridge Dedication
Vancouver, Washington
July 1, 1958

Interstate (West) Bridge over Columbia River (Total length 3532')
and Oregon Slough Revisions (Total length 1294')

Contractor - Guy F. Atkinson, San Francisco, California

Estimated final contract price - $6,815,000.00

Work started - April 23, 1956

Estimated completion date -
Open to traffic July 1, 1958
Complete July 31, 1958

Principal quantities of work -

| | | |
|---|---|---|
| Excavation | | 22,000 cu. yds. |
| Piling - | | |
| Number | (Timber) | 2,310 |
| Length | | 120,200 ft. |
| Miles | | 22.77 |
| Concrete | | 28,800 cu. yds. |
| Metal reinforcing | | 2,500,000 lbs. |
| Structural steel - | | |
| Carbon | | 5,900,000 lbs. |
| Low alloy | | 5,330,000 lbs. |
| Machinery<br>Electrical Equipment and Lighting) | | $ 505,000.00 |
| Labor - | | |
| Hours | | 790,000 |
| Dollars | | 2,250,000 |

Interstate (East) Bridge over Columbia River - Reconstruction
(Total length 3532')

Contractor - General Construction Co., Portland, Oregon

Estimated final contract price - $2,994,000.00

Work started - June 16, 1958

Estimated date of completion - December 31, 1959

Principal quantities -

| | |
|---|---|
| Excavation | 6,980 cu. yds. |
| Piling - | |
| Number | 470 |
| Length | 23,900 ft. |
| Miles | 4.53 |
| Concrete | 10,135 cu. yds. |
| Metal reinforcing | 828,000 lbs. |
| Structural steel - | |
| Carbon | 769,800 lbs. |
| Low alloy | 1,070,500 lbs. |
| Machinery, Electrical Equipment and Lighting ) | $ 440,000.00 |
| Labor - | |
| Hours | 420,000 |
| Dollars | 1,260,000 |

Interstate-Oregon Slough, grading and paving

Contractor - Warren Northwest, Inc., Portland, Oregon

Estimated final contract price - $246,500.00

Work started - September 16, 1957

Estimated date of completion - July 15, 1958

Principal quantities -

| | |
|---|---|
| Clearing and removal of miscellaneous curbs and pavement | $ 8,900.00 |
| Embankment | 42,000 cu. yds. |
| Drain tile and sewer pipe | 5,800 ft. |
| Concrete in curbs, walks, islands and retaining walls | 1,500 cu. yds. |
| Crushed material | 16,000 cu. yds. |
| Asphaltic concrete | 5,800 tons |
| Concrete in structure | 410 cu. yds. |
| Reinforcing in structure | 80,000 lbs. |
| Labor - | |
| Hours | 27,000 |
| Dollars | 82,000 |

RECEIVED
JUN 11 1958
FOR FILING

7971-532

5026

June 11, 1958

North Portland Market
11345 N. Denver
Portland, Oregon

Gentlemen:

On May 15 you wrote to the State Highway Commission concerning a condition which exists in front of your store.

We now have a report from Resident Engineer James Don which indicates that you desire removal of the existing 15 feet of the island now in place. This would, in effect, provide a 65-foot opening. This is objectionable because it would permit a vehicle to pull into the area and pause and possibly hamper or jeopardize traffic in both lanes. We believe it better that the pause be made with the car more nearly in a parallel direction in the lane from which he is to turn and cannot recommend removal of a portion of this island.

Very truly yours,

W. C. Williams
State Highway Engineer

TE:jc    me

cc Mr. Forrest Cooper
   Mr. Tom Edwards (2)

FORM E-30X—37,500—9-56—96688

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 28, 1958

SUBJECT: Interstate-Oregon Slough Bridge Section, Contract #5026, 7971-532

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Reference is made to Assignment No. 344 E regarding a complaint from the North Portland Market in connection with the above subject project.

Enclosed herewith are copies of a letter from Mr. James Don, resident engineer, together with a copy of Sheet #6 of the construction plans showing the location of the North Portland Market. Mr. Don contacted the operators of this market which, as he notes, is under lease from Mr. F. J. Kernan. As noted in Mr. Don's letter the operators of this market complain about the new concrete island which was constructed on this project and shown in green on the enclosed sketch, and have requested the removal of the westerly 15 feet.

Since the market is provided with a 50 foot opening for access at the present time, since this access appears reasonable and since the removal of the westerly 15 feet would result in more hazardous traffic movements, we concur in Mr. Don's recommendation that the request be denied.

Original Signed by A. E. Johnson

A. E. JOHNSON,
Assistant Division Engineer

AEJ/bd
encs.
cc: James Don

CONSTRUCTION DIVISION
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MAY 29 1958
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FORM E-30X—27,500—6-56—96888

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 27, 1958

SUBJECT: Interstate-Oregon Slough,
Denver-Swift-Union Junction
Prefix 79710532, Contract #5026,
File #186

To: Mr. A. G. Skelton
Division Engineer
OFFICE

Herewith sheet of plans showing the new, the original construction, the North Portland Market and the parking lot of the market on the above mentioned section.

The people who operate the North Portland Market are complaining that their customers are unable to conveniently reach the store due to the placement of the new island at the southerly end of the Oregon Slough Bridge channelizing the south-bound traffic into Denver and Union Avenue, or into the Swift Highway. The island is of solid concrete and now in place.

At the present time the public has off the right of way parking in front of the store and also to the west of the building which can be reached through a 50 foot opening between the westerly tip of the new island construction and the westerly end of the original 16 inch concrete median along the center line of the Swift Highway, as shown on the enclosed sheet of plans.

The people operating the North Portland Market, which is under lease from Mr. F. J. Kernan, have requested the removal of the westerly 15 feet of the new island to allow a 65 foot entrance into the store area. This would defeat the purpose of the island and I recommend the request be denied.

James Don
JAMES DON,
Resident Engineer

JD/bd
enc.

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MAY 29 1958

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5026

June 3, 1958

Mr. A. A. Tims, President
Peninsula Drainage District Number One
North Portland, Oregon

Dear Mr. Tims:

I am attaching five prints of a plan showing a proposed sewer carrying highway drainage through the dike west of the south end of the Oregon Slough Bridge.

In putting in this sewer we will install a manually operated sliding-type tide gate which may be closed when water in the river rises above elevation 20. We will also install metal diaphragm-type seepage blocks at two points on the pipe underneath the dike to prevent any seepage along the pipe. I understand that this matter has been discussed with the District by our Resident Engineer and that you are familiar with it.

Your examination of these plans and your approval and forwarding to the District Engineer, Corps of Engineers, U. S. Army, Portland, would be greatly appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ga
Attachs.

cc Corps of Engineers
U. S. Army, Portland

Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. G. Skelton

RECEIVED
MAY 23 1958
FOR FILING
5026

May 22, 1958

North Portland Market
Box 96
North Portland, Oregon

Gentlemen:

This will acknowledge your letter of May 15, 1958 in which you complain re certain facilities which are being constructed in connection with our improvement at the Denver-Swift-Union junction southerly from the Interstate Bridge on US99.

From your letter it was not possible to determine exactly what you had in mind; therefore, I am requesting that some representative from our Portland Division Office call on you to see whether the matter can be resolved. You will be contacted within the immediate future.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards (2)

Mr. Edwards: Please refer to Division Office for appropriate action.

FC:me fn

NORTH PORTLAND MARK
11345 N. DENVER
BOX 96 - NORTH PORTLAND, ORE.

May 15, 1958.

State Highway Commission
Salem
Oregon

Dear Sir:

A few weeks ago, The State Highway Commission erected a divider right in front of our store, which almost blocked us off from the highway traffic on which we are vitally dependent.

Just prior to that, we signed a new lease by which we are bound to this high-rental property for a considerable time to come.

Frankly, we are unable to see - and our opinion is shared by everyone who comes to the store - why this divider had to be extended to a point, where it makes it extremely difficult and also hazardous for any driver trying to circle it and park in front of our store.

Any driver going south and proceeding at a speed of 30 Miles ( speed limit 35 ) cannot possibly turn and get down to the store, for by the time he has noticed our place, he has already passed the divider.

our business has always depended for its life on transient trade and this we have largely lost, since this divider was constructed.

Had it been shortened by 15 ft where it points toward Swift Blvd, it would have solved our problem and at the same time would have fully served the purpose for which it was made, just as well as it does now.

Practically every customer and the drivers delivering supplies to our store, have complained about the creation of this unnecessary difficulty.

As law-abiding and tax paying citizens, we believe, we are entitled to your consideration and are pleading with you to save this once flourishing business by eliminating that stretch of about 15ft pointing towards Swift Blvd.

Thanking you for your consideration in this matter,

We are,

Respectfully yours,

Max Firestone

Max and Evelyn Firestone

Sig Bander

Proprietors

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MAY 1[illegible] 1958

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FORREST COOPER

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**OREGON STATE HIGHWAY DEPARTMENT**
**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
May 19, 1958

5026

**SUBJECT:** Interstate Bridge-Oregon Slough Section
Pacific Highway
Contract No. 5026

**To:**
Mr. G. S. Paxson
Ass't State Highway Engineer
Office

We are currently trying to get our drainage system at the junction of Swift Boulevard and Interstate separated from Mr. Frank Kernan's. In order to do this, it will be necessary that we have a permit from the Army Engineers and the permission of the Peninsula Drainage District No. 1 to cut through the dike at this point.

I am submitting to you herewith 6 copies of a plan and 6 copies of a profile showing the proposed installation. I attach hereto a letter from the Division Office bearing on the matter. Construction of this facility is contingent upon obtaining an easement from Frank Kernan free of cost; however, I believe that this should be pursued so that we might proceed in the event that Mr. Kernan will give us this easement.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Attach.

NOTED
G. S. PAXSON

RECEIVED
MAY 2[illegible] 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—67,500—3-58—96655

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 13th, 1958

SUBJECT: Arrangement of Storm Sewer
Interstate Br.-Oregon Slough Sect.

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attn: L. H. Young

Herewith nine sets of prints, consisting of sketch map and profile sheet each, showing a proposed outfall sewer through the dike along Swift Highway on the Interstate Bridge-Oregon Slough Section. These prints are being forwarded to secure drainage district and Army Engineers approval for the sewer and tide gate installation.

The proposal is to sever all connection with Kernan's sanitary sewer, and substitute an entirely independent storm sewer system of our own. Application for a permit should be forwarded to Peninsula Drainage District No. 1, attention Mr. A. A. Tims, President, North Portland, Oregon.

Also attached is a photostat for the Kernan property, and a proposed description for an easement for the pipe line and manhole. An estimate is also attached, showing the cost of the work to be $4155.

Two copies of James Don's letter of May 13th are attached.

AV Benedict
A. V. BENEDICT
Assistant Division Engineer

AVB:w
Encl.
cc: James Don

CONSTRUCTION DIVISION
RECEIVED
MAY 14 1958
NOTED ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

FORM E-30X—50,000—10-54—79454

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 12, 1958
Portland, Oregon

SUBJECT:
Proposed Drainage.
Interstate Bridge-Oregon Slough
Prefix 7971-532    Cont. 5026

To:
Mr. A. G. Skelton
Division Engineer
Portland, Oregon

Herewith is an estimate, ten (10) sketch maps and ten (10) profiles of the proposed drainage revision on Swift Boulevard. This revision completely divorces our present drainage system on Swift Blvd. and the drainage on the south end of the Slough Bridge from sewer system of Mr. F. J. Kernan.

Also attached is a photostatic copy of F. J. Kernan's property and an easement twenty (20) feet in width for the crossing of Kernan's property with our proposed 12" corrugated pipe and manhole with tidegate.

The class "B" manhole is increased in size to 4'x4' to accommodate placing a manually operated slide type tidegate inside the manhole as per requirements of the U.S. Army Engineers Flood Control Division. Also required by the Army Engineers are seepage diaphrams in the dike.

Five copies of the attached plans are required for the permit to cut the dike and should be forwarded to Mr. Tims of Penninsula Drainage District for his approval and the approval of the Army Engineers. Additional copies are supplied for the use of the Division office, Salem office and the Right of Way Dept. for securing the easement from Mr. Kernan to cross his property with the proposed pipeline and tidegate structure.

James Don
JAMES DON,
Resident Engineer

FORM E-30X—50,000—10-54—78484

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 12, 1958
Portland, Oregon

SUBJECT:
Proposed Drainage.
Interstate Bridge-Oregon Slough
Prefix 7971-532 Cont. 5026

To:
Mr. A. G. Skelton
Division Engineer
Portland, Oregon

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Also attached is a photostatic copy of F. J. Kernan's property and an easement twenty (20) feet in width for the crossing of Kernan's property with our proposed 12" corrugated pipe and manhole with tidegate.

The class "B" manhole is increased in size to 4'x4' to accommodate placing a manually operated slide type tidegate inside the manhole as per requirements of the U.S. Army Engineers Flood Control Division. Also required by the Army Engineers are seepage diaphrams in the dike.

Five copies of the attached plans are required for the permit to cut the dike and should be forwarded to Mr. Tims of Penninsula Drainage District for his approval and the approval of the Army Engineers. Additional copies are supplied for the use of the Division office, Salem office and the Right of Way Dept. for securing the easement from Mr. Kernan to cross his property with the proposed pipeline and tidegate structure.

James Don
JAMES DON,
Resident Engineer

RECEIVED
MAY 27 1958

FOR FILING

2971-532

23

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1958

SUBJECT: Interstate Bridge-Oregon Slough Section
Pacific Highway
Contract No. 5026

To: Mr. R. L. Porter
Right of Way Engineer
Office

I am submitting to Floyd Scott this date for checking an easement for the purpose of accommodating a proposed new sewer plan at the intersection with Swift Boulevard and Interstate.

You are familiar with the present agreement with Frank Kernan in this area which permits us to empty our storm water into his sewer system. In view of his many objections to this Mr. Cooper suggested that we investigate the possibility of separating our system from Kernan's. It was his thought that this should be done provided that (1) Mr. Kernan gave us the easement for the construction and maintenance of the sewer free of charge; (2) That, in the event Mr. Kernan wanted us to release rights to his present sewer system, such would be done only if he were to pay us $1,000, that being the cost of securing this right in the first place.

The matter of cutting through the dike for the purpose of installing this sewer will be taken up with the Army Engineers and the Peninsula Drainage District.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

NOTED
G. S. PAXSON

LHY:je

cc Floyd Scott
Forrest Cooper
G. S. Paxson ✓

RECEIVED
OFFICE OF
ENGINEER

RECEIVED
MAY 13 1958
FOR FILING
7971-532

OREGON STATE HIGHWAY DEPARTMENT

# Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name: Interstate Bridge - Oregon Slough
Date: April 29, 1958
Highway: Pacific
Contract No. 5026
County: Multnomah
Prefix: 7971 - 532
Contractor: Warren Northwest Inc.
F. A. Project No. State ( Co-op )
Address: P.O. Box 5072, Portland, Oregon
Price Agreement No. 5

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Reconstruct Sewer

Locations by station numbers: Under Swift Blvd. Ramp opposite Denver - Swift Station 83+50.

Names of pay items, estimated quantities and agreed prices:

See attached sheet. $ 2,197.00

Specifications, basis of measurement and other provisions:
Standard specifications to apply. All items furnished and placed as per attached sheet.

**INSTRUCTIONS**

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

| | |
|---|---|
| Project authorization | $ 317,253.71 |
| Present estimate of project cost, including $ 2,197.00 for work under this order | $ 322,428.44 |
| Expected ~~under-run~~ over-run (amount) | $ 5,174.73 |
| Expected ~~under-run~~ over-run (per cent) | 1.63 |

Space to right of this line is for use of Salem Office

Submitted by: James [illegible] Resident Engineer
Approval Recommended: [illegible] Division Engineer
Approval Recommended: [illegible] Construction—Bridge—Engineer

Signed: WARREN NORTHWEST
Contractor

Approved: [illegible] Deputy State Highway Engineer

State Printing 88247

WARREN NORTHWEST INC.
HIGHWAY & ROAD CONTRACTORS
POST OFFICE BOX [illegible] · PHONE [illegible]
PORTLAND 18, OREGON

April 26, 1958

Oregon State Highway Dept.
9200 S. E. McLaughlin Blvd.
Portland, Oregon

Attention: Mr. James Don, Res. Engr.

Subject: Reconstruction of 12 concrete sewers adjacent to F³ line, Interstate Bridge Oregon Slough Section, Pacific Highway

Gentlemen:

As requested, we submit the following prices on the various items of work described below:

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 1. 12" Concrete Sewer Pipe | 130 | L.F. | @ | $1.90 | per L.F. | Bid Price | $ 247.00 |
| 2. 12" Corr. Metal Pipe | 60 | L.F. | @ | 3.50 | per L.F. | " | 210.00 |
| 3. 5" Galv. Steel Pipe | 50 | L.F. | @ | 2.75 | per L.F. | | 137.50 |
| 4. 6" Concrete Sewer Pipe | 15 | L.F. | @ | 2.00 | per L.F. | | 30.00 |
| 5. 1/8 Bends Sewer Pipe | 8 | | @ | 7.25 | Each | | 58.00 |
| 6. 12" X 12" X 6" Conc. Sewer Pipe | 4 | | @ | 8.25 | Each | | 33.00 |
| 7. Manhole Class "B" Modified | 1 | | @ | 315.00 | Each | | 315.00 |
| 8. Furnish and install slide type slide gate | 1 | | @ | 135.00 | Each | | 135.00 |
| 9. Furnish and Install seepage diaphragm | 2 | | @ | 75.00 | Each | | 150.00 |
| 10. Catch basin grates | 2 | | @ | 45.00 | Each | | 90.00 |
| 11. Drainage excavation | 60 | C.Y. | @ | 6.15 | per C.Y. | | 369.00 |
| 12. Slope paving | 15 | S.Y. | @ | 10.00 | per S.Y. | | 150.00 |
| 13. Clean out existing pipe | | | | Lump Sum | | | 175.00 |
| 14. Concrete guard post | 4 | | @ | 10.50 | Each | | 42.00 |
| 15. Metal braces | 8 | | @ | 7.00 | Each | | 56.00 |
| | | | | | Total | | $2,197.00 |

Very truly yours,

WARREN NORTHWEST, INC.

J. R. Wininger,
President.

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APR 23 1958
FOR FILING

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 18, 1958

SUBJECT: Permit to Cut Dike, Interstate Bridge, Oregon Slough Section, Contract No. 5026

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attention: Mr. I. H. Young

Herewith five sheets of prints showing proposed drainage work through the dike near the south end of the Interstate Bridge. Work contemplated will involve cutting of a dike of Peninsula Drainage District No. 1 and will require a permit from the drainage district concurred in by the U. S. Army Engineers. It is my understanding that Mr. G. S. Paxson makes these permit applications. Application should be addressed to Peninsula Drainage District No. 1, Attention Mr. A. A. Tims, President, N. Portland, Oregon.

This storm drain line is being placed through the dike, replacing an older line which has been destroyed. A preliminary discussion has been had with the drainage district and with the Army Engineers, so that permission to proceed may be obtained promptly once application has been filed. Time is very short, as we will be required to complete our dike cutting by May 15th of this year.to be ahead of flood stage in the Columbia River.

A. V. Benedict
A. V. BENEDICT,
Assistant Division Engineer

AVB/bd
encs.
cc: Al Johnson
James Don

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APR 9 1958
FOR FILING

1971-[illegible]

April 7, 1958

Mr. Ralph Cake
Attorney at Law
Equitable Building
Portland, Oregon

Dear Sir:

We are in receipt of a proposal, advanced through Mr. S. E. Mayhew, as a result of a conference with him under date of April 1, concerning revision of the traffic island on the westerly side of the Pacific Highway near the Columbia River on the Interstate Bridge-Oregon Slough Section.

I must advise you that the plan proposed would result in an uncontrollable traffic situation in the island area and must, therefore, be denied.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. R. L. Porter
Mr. A. G. Skelton

TE:ar fn

FORM E-30X—67,500—6-57—6564

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 1st, 1958

SUBJECT: Interstate Bridge-Oregon Slough
Prefix 7971-532, Cont. 5026

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Herewith enclosed copy of a letter from Mr. S. N. Mayhew to Mr. Ralph Cake, attorney for the Hayden Island Amusement Company, right of way file 23605, regarding suggested changes in the traffic pattern concerning side roads "AA", "AB" and "AC".

Enclosed herewith is a copy of sheet No. 3 of the plans for the above project, which show suggested revisions requested by the Hayden Island Amusement Company. They propose a revision to the large island as indicated in red, and an additional driveway to the bowling alley area also shown in red. As noted on the attached drawing, the curbs for the island as shown to be constructed, have been built, and the revision requested would require their removal.

Since access to the parking area is provided through the "AD" line, and since the suggested revision would tend to create hazards to the traveling public, it is recommended that the requested changes be denied.

Original Signed by A. E. Johnson

A. E. JOHNSON
Assistant Division Engineer

AEJ:w
Encl.
cc: R. L. Porter
James Don
S. N. Mayhew

CONSTRUCTION DIVISION
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APR 2 1958
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE CCE

FORM E-123X 80M 8-57

COMMISSIONERS

CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
~~SALEM~~
P. O. Box 4699, Sellwood Station
Portland, Oregon
April 1, 1958

Mr. Ralph Cake, Attorney
Equitable Building
Portland, Oregon

File No. 23605-Hayden Island Amusement Company
Interstate Bridge Section
Pacific East Highway
Multnomah County

Dear Mr. Cake:

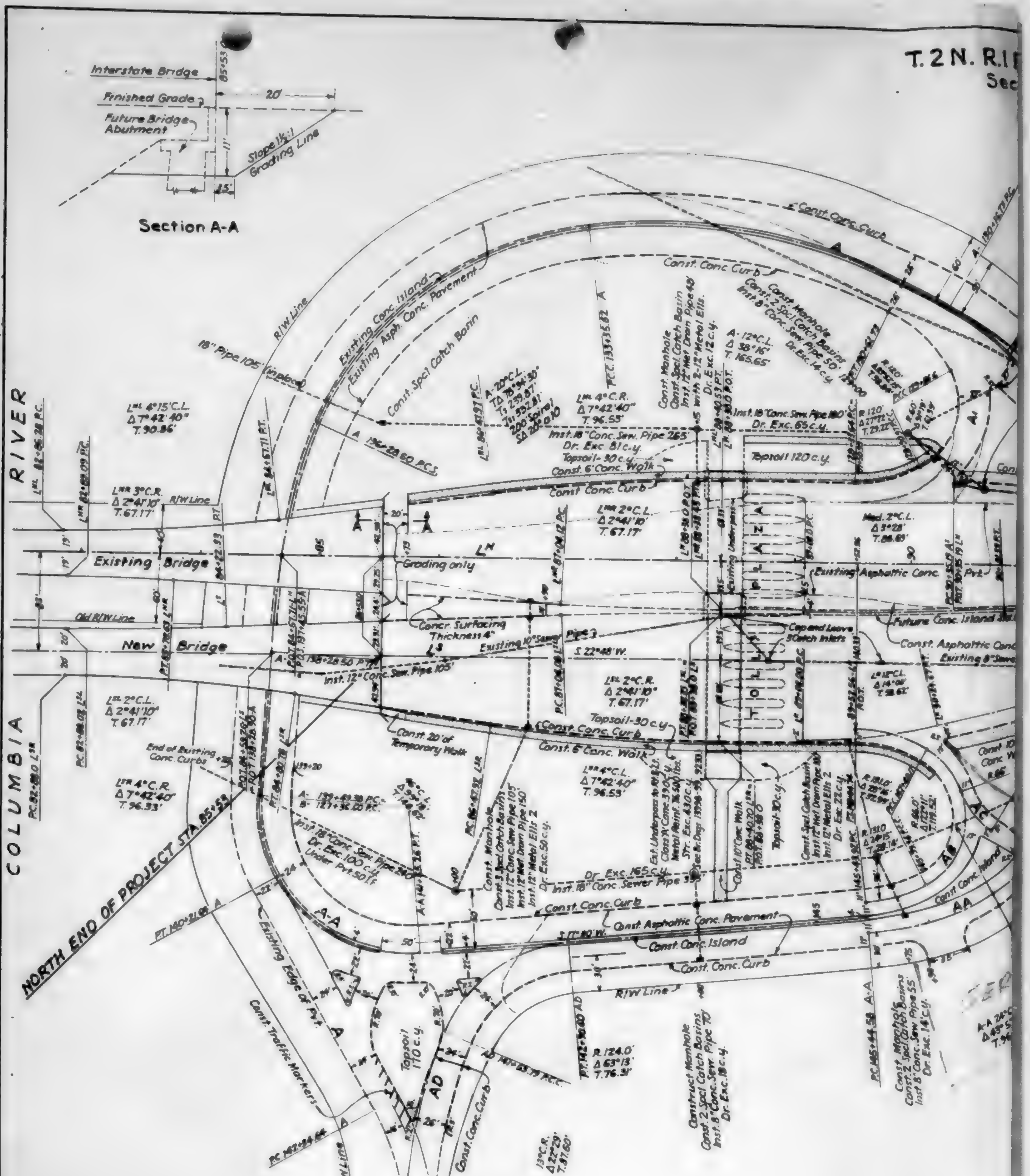
This will confirm my meeting with you, J. A. Zehntbauer, C. R. Zehntbauer, Mr. Turpin and Mr. Bingham at the bowling alley parking site on Hayden Island yesterday afternoon, at which time you brought up suggested changes in the traffic pattern concerning side roads AA, AB and AC.

I am planning to meet with the engineers in charge of this project during the day and, as these construction and revision items have nothing to do with my activity, I will present the matters to the engineers as you gave them to me, without recommendation.

Yours truly,

S. N. MAYHEW
Right of Way Supervisor

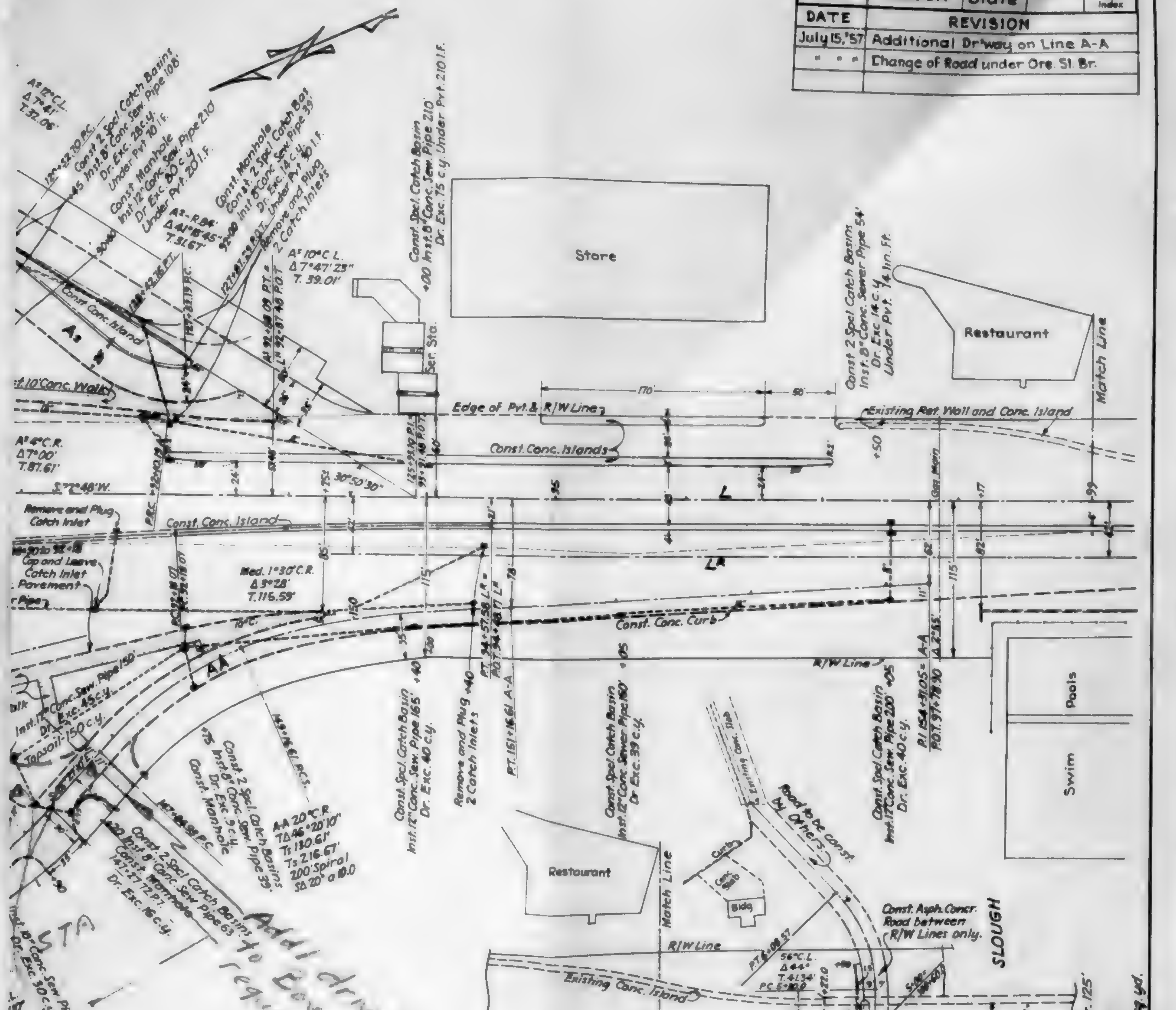
SNM:hg
cc: R. L. Porter
A. G. Skelton


T. 2 N. R. 1
Sec
Interstate Bridge
85+53
Finished Grade
20'
Future Bridge Abutment
Slope 1½:1
Grading Line
11'
25'
Section A-A
COLUMBIA
RIVER
Existing Bridge
New Bridge
Old R/W Line
R/W Line
NORTH END OF PROJECT STA. 85+53
Existing Conc. Island
Existing Asph. Conc. Pavement
Const. Spcl. Catch Basin
18" Pipe 105' (in place)
Const. Conc. Curb
Const. 6" Conc. Walk
Topsoil 120 c.y.
Topsoil - 30 c.y.
Grading only
Concr. Surfacing Thickness 4"
Existing 10" Sewer Pipe
S. 22°48' W.
Inst. 12" Conc. Sew. Pipe 105'
Inst. 18" Conc. Sew. Pipe 265'
Dr. Exc. 81 c.y.
Inst. 18" Conc. Sew. Pipe 180'
Dr. Exc. 65 c.y.
Existing Asphaltic Conc. Pvt.
Future Conc. Island
Const. Asphaltic Conc.
Existing 8" Sewer
Existing Underpass
PLAZA
Cap and Leave 3 Catch Inlets
Const. 20' of Temporary Walk
End of Existing Conc. Curbs
Const. Manhole
Const. 3 Spcl. Catch Basins
Inst. 12" Conc. Sew. Pipe 105'
Inst. 12" Wet. Drain Pipe 150'
Inst. 12" Metal Ells 2
Dr. Exc. 50 c.y.
Dr. Exc. 165 c.y.
Inst. 18" Conc. Sewer Pipe 335'
Const. 10' Conc. Walk
Const. Asphaltic Conc. Pavement
Const. Conc. Island
Existing Edge of Pvt.
Const. Traffic Markers
Topsoil 110 c.y.
Construct Manhole
Const. 2 Spcl. Catch Basins
Inst. 8" Conc. Sew. Pipe 70'
Dr. Exc. 18 c.y.
Const. Manhole
Const. 2 Spcl. Catch Basins
Inst. 8" Conc. Sew. Pipe 55'
Dr. Exc. 14 c.y.
L^ML 4°15' C.L.
Δ 7°42'40"
T. 90.86'
L^MR 3° C.R.
Δ 2°41'10"
T. 67.17'
L^MR 2° C.L.
Δ 2°41'10"
T. 67.17'
L^ML 4° C.R.
Δ 7°42'40"
T. 96.53'
A - 12° C.L.
Δ 38°16'
T. 165.65'
L^SL 2° C.L.
Δ 2°41'10"
T. 67.17'
L^SL 2° C.R.
Δ 2°41'10"
T. 67.17'
L^SR 4° C.R.
Δ 7°42'40"
T. 96.33'
L^SR 4° C.L.
Δ 7°42'40"
T. 96.53'
Med. 2° C.L.
Δ 5°28'
R. 124.0'
Δ 63°13'
T. 76.31'
13° C.R.
Δ 22°29'
T. 87.60'
A 196+28.60 P.C.S.
A - 138+28.50 P.T.
A - 139+48.38 P.C.
B - 127+36.00 P.C.
P.T. 140+21.86 A
P.C. 142+94.66
P.T. 143+52.31 A
AD 139+80.84 P.C.
AD 141+23.79 P.C.
P.C. 145+44.58 A-A
A-A
AD
AA
A

E., W.M.
.34

| INTERSTATE BRIDGE-OREGON SLOUGH SEC.<br>PACIFIC HIGHWAY<br>MULTNOMAH COUNTY | | | | SHEET No.<br>3 |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 8 | OREGON | State | | See Index |

| DATE | REVISION |
|---|---|
| July 15, '57 | Additional Dr'way on Line A-A |
| " " " | Change of Road under Ore. Sl. Br. |
| | |


Store
Restaurant
Restaurant
Match Line
Match Line
Swim
Pools
Swimming
Pools
Boiler House
Bldg
Curb
SLOUGH
OREGON
A² 12° C.L.
Δ 7°41'
T. 32.06'
Const 2 Spcl Catch Basins
Inst. 8" Conc. Sew. Pipe 108'
Dr. Exc. 28 c.y.
Under Pvt. 70 I.F.
Const Manhole
Inst 12" Conc. Sew. Pipe 210
Dr Exc 80 c.y.
Under Pvt. 201 I.F.
A² - R. 84'
Δ 41°18'45"
T. 31.67'
Const. Manhole
Const. 2 Spcl Catch Bas
Inst 8" Conc. Sew Pipe 39'
Dr. Exc. 14 c.y.
Under Pvt 30 I.F.
Remove and Plug
2 Catch Inlets
A³ 10° C.L.
Δ 7°47'23"
T. 39.01'
Const. Spcl. Catch Basin
Inst. 8" Conc. Sew. Pipe 210'
Dr. Exc. 75 c.y. Under Pvt. 210 I.F.
Ser. Sta.
Const. Conc. Island
Const. 10' Conc. Walk
A³ 4° C.R.
Δ 7°00'
T. 87.61'
S 72°48' W.
30°50'30"
Remove and Plug Catch Inlet
Cap and Leave Catch Inlet
Pavement
Const. Conc. Island
Edge of Pvt. & R/W Line
Const. Conc. Islands
170'
50'
Const 2 Spcl Catch Basins
Inst. 8" Conc. Sewer Pipe 54'
Dr. Exc 14 c.y.
Under Pvt. 14 Lin. Ft.
Existing Ret. Wall and Conc. Island
L
L^R
Med. 1°30' C.R.
Δ 3°28'
T. 116.59'
Const. Conc. Curb
R/W Line
AA
Inst. 12" Conc. Sew. Pipe 150'
Dr. Exc. 45 c.y.
Topsoil 150 c.y.
Const. 2 Spcl. Catch Basins
Inst. 8" Conc. Sew. Pipe 63'
Dr. Exc. 9 c.y.
Const. Manhole
A-A 20° C.R.
TΔ 46°20'10"
Ts 130.67'
Ts 216.67'
200' Spiral
SΔ 20° a 10.0
Const. Spcl. Catch Basin
Inst. 12" Conc. Sew. Pipe 165'
Dr. Exc. 40 c.y.
Remove and Plug
2 Catch Inlets
P.T. 151+16.61 A-A
Const. Spcl. Catch Basin
Inst. 12" Conc. Sewer Pipe 180'
Dr. Exc. 39 c.y.
Const. Spcl. Catch Basin
Inst. 12" Conc. Sew. Pipe 200'
Dr. Exc. 40 c.y.
P.I. 154+31.05 = A-A
P.O.T. 97+78.90
Const 2 Spcl Catch Basins
Inst 8" Conc. Sew Pipe 63
Const Manhole
Dr. Exc. 16 c.y.
Inst 10" Conc. Sew Pipe 135'
Dr. Exc. 30 c.y.
Road to be Const. by Others
Existing Conc. Slab
Const. Asph. Concr. Road between R/W Lines only.
R/W Line
P.T. 6+08.57
56° C.L.
Δ 44°
T. 41.34'
P.C. 5+20.0
Existing Conc. Island
Existing Bridge
Const. Ret. Wall
Const. Conc. Curb & Swk.
4+70.00 P.T.
P.C.
New Bridge
56° C.R.
Δ 15°40'
T. 14.08'
Const. Conc. Curb
Const. Fence 210' (Extra Work)
Const. Conc. Ret. Wall
Class 'A' Conc 116 c.y.
Str. Exc. 110 c.y.
Metal Reinf. 14,100 lbs
See Br. Drg. 13401
P.I. 154+31.05 = P.O.T. 97+78.90
R/W Line
Const. Ret. Wall under Br. 125'
Class 'A' Conc. 39 c.y.
Metal Reinf. 2850 lbs.
Str. Exc. 18 c.y.
Conc. Slab Rip Rap 136 sq. yd.
See Br. Drg. No. 13400

Add'l driveway to Bowling Alley requested

STA

These curbs have been constructed

RECEIVED
[illegible]
FOR FILING

5026

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 22, 1957

SUBJECT: Interstate Bridge-Oregon Slough
Pacific Highway
Contract No. 5026

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

You recently called to our attention the fact that the slope planned past the Jantzen Beach swimming pools would encroach beyond the right of way which is presently under condemnation.

As you are aware the job was originally designed with a retaining wall past this point in order to retain the fill from encroaching too far towards the swimming pools. It has been decided to return to the original plan and construct the retaining wall as shown on Drawing No. 13401.

Will you please so notify the contractor and see that the wall is built in accordance with this decision.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

cc Forrest Cooper ✓
P. M. Stephenson

NOTED
FORREST COOPER

RECEIVED
OCT 23 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 23 1957
FOR FILING

5026

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 18, 1957

SUBJECT: Oregon Slough - Interstate Bridge Section, Pacific Hwy., Contract 5026, Prefix 7971-532

To: Mr. G. S. Paxson
Assistant Highway Engineer
State Highway Department
Salem, Oregon

Reference is made to our recent conversation about the construction of the retaining wall at the Jantzen Beach swimming pool. I have discussed this matter with Mr. Turpin, Manager of the Jantzen Beach Park, who has also discussed the matter with Mr. Zehntbauer. There is no objection to going ahead with the construction of the retaining wall. This, of course, would eliminate the precase seats. As far as I know, there is nothing to prevent us from going ahead with this construction.

A. G. SKELTON,
Division Engineer

AGS/bd
cc: Tom Edwards

[illegible]

NOTED
G. S. PAXSON

RECEIVED
OCT 21 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 830—50M—8-54—[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 1, 1957

SUBJECT Slopes on Oregon Slough—
Interstate Bridge Section
Prefix F971-532
Contract No. 5026

To:

Mr. [illegible] Shelton
Division Engineer
Office

The following are the distances from the edge of the Jantzen Beach existing pool to the toe of the fill as staked in the field on a 1½:1 fill slope on the Oregon Slough-Interstate Bridge Section, Prefix F971-532, Contract No. 5026.

The above mentioned 1½:1 slope was ordered by a letter from the Salem office dated September 20, 1957.

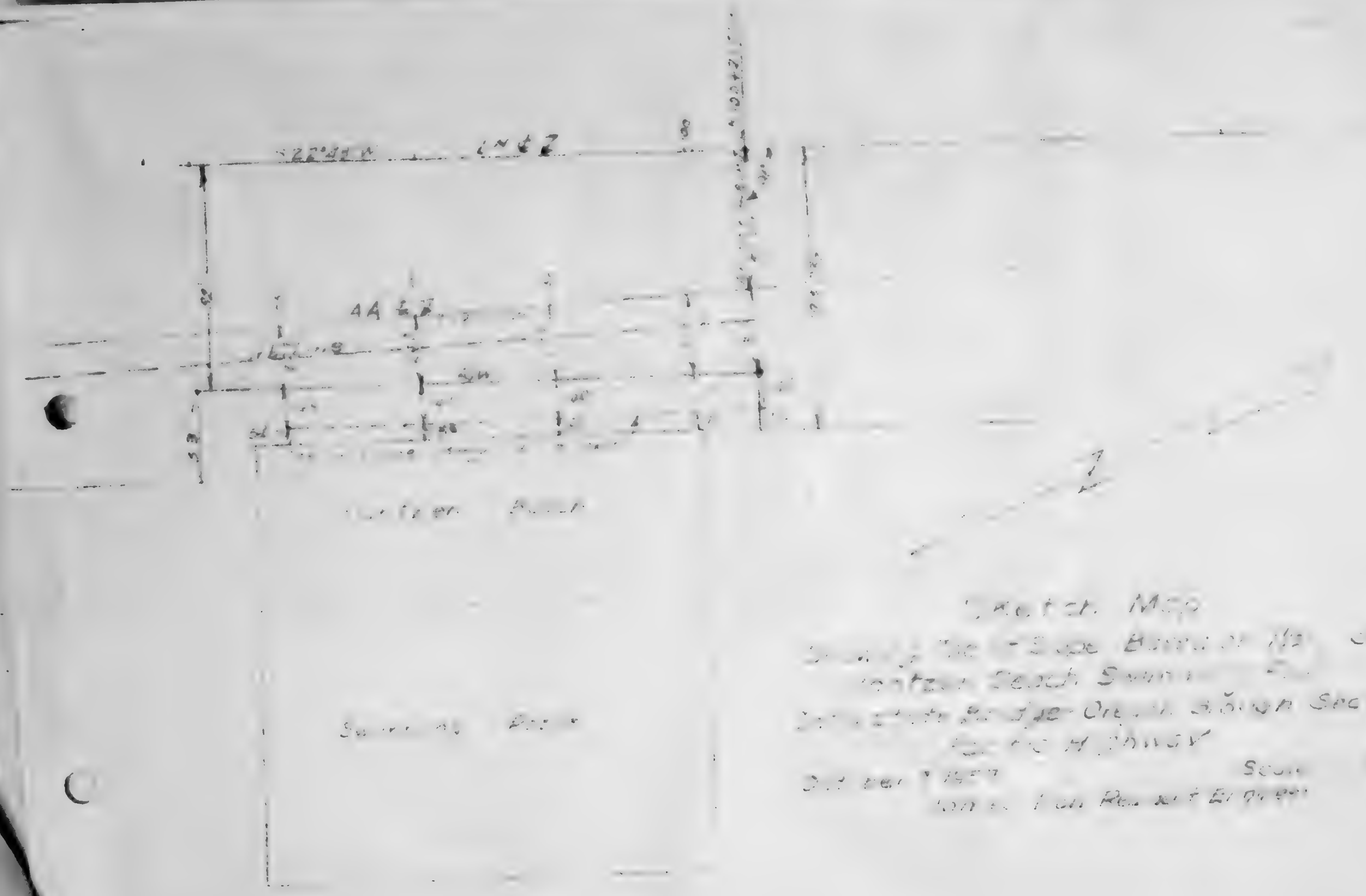
| Station | Dist. from edge of pool |
|---|---|
| 155+50 | 4.3 |
| +75 | 5.6 |
| 156 | 6.7 |
| +50 | 7.1 |
| +78.3 | 7.2 |

The material to be used in the construction of the fill will be dredged sand; and the above distances are for your information.

The above toes of slopes lie outside of the designated right-of-way line.

[illegible]ION
Resident Engineer

RECEIVED
OCT 1 1957
OREGON STATE HIGHWAY DEPARTMENT
[illegible]


S 22°42' W
8
32
44
33

Sketch Map
Showing the [illegible] Slope Easement [illegible] Slope
[illegible] Beach Swimm[illegible]
[illegible] Bridge Creek [illegible] Section
[illegible] Highway
October 1957 Scale [illegible] 100'
[illegible] Resident Engineer

COMMISSIONERS
E. C. HUNTLEY, CHAIRMAN
COLFAX
H. E. MORGAN
LONGVIEW
O. E. STONE
SPOKANE
R. A. MOISIO
TACOMA
R. E. HENSEL
BREMERTON

LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 8
6431 CORSON AVE.
NO. 2 WENATCHEE
P. O. BOX 99
NO. 3 OLYMPIA
P. O. BOX 327
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 52
NO. 6 SPOKANE 21
N. 2830 MAYFAIR ST.

files

October 3, 1957

NOTED
H. B. GLAISYER

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

I am returning herewith "office" copy and two additional copies of Oregon State Highway Department Contract No. 5026, covering the grading and paving of the Interstate Bridge-Oregon Slough section of the Vancouver-Portland Interstate Toll Bridge project.

The subject contract has been approved by four members of the Washington Toll Bridge Authority. Mr. Yelle, the 5th member of the Authority, has not executed the subject contract in view of the fact that he is presently out of the city. You will also note that the contract and bond have been approved by Mr. Delbert Johnson, Assistant Attorney General for the State of Washington; however, you will note that he did so in the stamped place rather than in the space provided in the contract form.

One copy of the subject contract has been retained in this office for our files.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

D B Hedges

By: D. B. HEDGES
Executive Secretary

RECEIVED
OCT 4 1957
OREGON
STATE HIGHWAY COMMISSION

DBH:hm
Att. 3

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

third copy sent to Washington Dept. of Highways 10/8 em

FORM E-123 25M REVISED 9-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MC IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
SEP 24 1957
FOR FILING

7971-532

September 20th, 1957

Warren Northwest Co.
P. O. Box 5072
Portland 13, Oregon

NOTED
W. C. WILLIAMS

Gentlemen:

Reference is made to your Contract #5026 for the construction of the Interstate Bridge-Oregon Slough Section.

It has been decided to delete from the contract the reinforced concrete retaining wall between stations 98+17 and 100+24.

The embankment on the westerly side of the fill between the above-mentioned stations will be placed on a 1½:1 slope.

Very truly yours,

Tom Edwards

Tom Edwards
Construction Engineer

TE:AR

cc to: W. C. Williams ✓
P. M. Stephenson
A. G. Skelton
Marshall dresser

RECEIVED
SEP 23 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 9 1957
FOR FILING

1771-222

35

September 5, 1957

Warren Northwest Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on August 8, 1957 accepted your proposal for grading and paving on the Interstate Bridge-Oregon Slough Section of the Pacific Highway in Multnomah County for the sum of $246,503.30 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5026.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dg
cc: Tom Edwards
S. H. Probert
R. C. Savage (SIAC)

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

ATTENTION: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

[illegible] 7/18

NOTED
J. Mc C.

RECEIVED
SEP 16 1957
FOR FILING
7971-532
[illegible]

COMMISSIONERS
E. C. HUNTLEY, CHAIRMAN
COLFAX
H. E. MORGAN
LONGVIEW
O. E. STONE
SPOKANE
R. A. MOISIO
TACOMA
R. E. HENSEL
BREMERTON
LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

**WASHINGTON**
**STATE HIGHWAY COMMISSION**
**DEPARTMENT OF HIGHWAYS**
W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 8
6431 CORSON AVE.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 327
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 53
NO. 6 SPOKANE 21
N. 2920 MAYFAIR ST.

August 28, 1957

Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Assistant St. Highway Engineer

Re: Vancouver-Portland Interstate Toll Bridge

Gentlemen:

Reference is hereby made to your letter to Mr. W. A. Bugge with which you transmitted bid tabulations for the proposed grading and paving work for the Oregon Slough and Columbia River bridges. It is noted that Warren Northwest, Inc. of Portland, was low bidder in the amount of $246,503.30 and that the low bid plus additional work which your department proposes to do by State forces and engineering brings the total estimate of cost for the project to $317,253.71.

It is further noted that the Oregon State Highway Commission is desirous of awarding the contract to the low bidder as soon as necessary rights of way for the project have been acquired and that it is the intention of your legal division to file condemnation suits sometime prior to August 30 and that as soon as the suits have been filed, the Oregon State Highway Commission will then be in a position to award the contract and permission can be extended to the contractor to start work. The procedures outlined in your letter of August 22 are entirely satisfactory insofar as the Director of Highways and the Washington Toll Bridge Authority are concerned and this letter will serve to formally extend the approval of both agencies to the procedures which you propose to follow in the pursuit of this work.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

D B Hedges

By: D. B. HEDGES
Executive Secretary

NOTED
G. S. PAXSON

DBH:hm
cc: Mr. W. A. Bugge
H. C. Higgins

RECEIVED
AUG 23 1957
FOR FILING
7971-532

August 22, 1957

Mr. W. A. Bugge, Director
Division of Highways
Washington State Highway Commission
Transportation Building
Olympia, Washington

Dear Sir:

Re: Interstate Bridge Project

On July 3 we sent you plans, specifications and estimates of cost for the proposed grading and paving work between the Oregon Slough and Columbia River Bridges.

Bids for the work were received by the Highway Commission on July 18. Results of the bidding are shown on the attached tabulations. You will note from the tabulations that Warren Northwest, Inc. of Portland was the low bidder in an amount of $246,503.30. The low bid amount plus additional work we propose to do by State forces and engineering brings the total estimate of cost of the work to $317,253.71. This figure is approximately $7,000 in excess of the estimated cost of the work as shown in a tabulation accompanying our letter of May 15, 1957. I do not believe the slight overrun will seriously affect the overall project financial setup.

The Highway Commission desires to award the contract to the low bidder as soon as necessary rights of way for the project are acquired. Three properties are involved. Our legal department has attempted to acquire the properties but cannot do so without going through condemnation proceedings. They plan to file condemnation suits sometime prior to August 30. When these suits are filed, the Commission will be in a position to award the contract and can permit the contractor to start work.

If this procedure is satisfactory to you and the Toll Bridge Authorities, will you please advise us so that we will be in a position to award the contract as soon as the condemnation proceedings on the property are filed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc: S. H. Probert
C. A. Gardner
CAG/mm

FORM 2-123X
COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUL 26 1957
FOR FILING
7971-532

July 25, 1957

Pacific Telephone and Telegraph Company
509 S.W. Oak Street
Portland 4, Oregon

Re: Pacific Telephone & Telegraph Co.
Telephone Line Adjustment
Interstate Br.-Oregon Slough
Pacific Highway
Multnomah County

Gentlemen:

Bids on the above titled project were received on July 18, 1957, and it appears that some of your facilities must be adjusted in order to accommodate the highway construction. This adjustment involves the adjustment of a manhole cover near Station 119 to conform to the revised grade line.

Your existing underground cable and access manhole were placed on State highway right of way under the terms of Permit No. 4520, dated December 9, 1954, so that it will be your obligation to make the necessary change without reimbursement. It is requested that you proceed with the work as promptly as possible.

Further details may be secured from Mr. James Don, P.O. Box 4699, Portland 2, Oregon, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:[illegible]
cc: Mr. L. M. Young
Mr. Forrest Cooper /
Mr. Tom Edwards
Mr. A. G. Skelton
Mr. James Don

RECEIVED
JUL 25 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

U-318(3) Highlands U'Xing, Highlands 1958
Interch. Sec., Sunset Hwy.
Folder # 2
#5027

R/W
19954

RECEIVED
JAN 25 1965

FORM E-30X—50M—12-60 34677

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 21, 1965

SUBJECT: File No. L-3488 - OMSI

To: MEMO TO FILE:

On January 6, 1965, I telephoned Mr. Bob Hurtig, Deputy City Attorney for Portland, and advised him that we were going to settle the above-entitled claim in the sum of $3,263. I informed him that Mr. John Mosser, attorney for OMSI, was willing to execute a release in that amount, covering both the State and City for any past, present or future slide damage insofar as it affects their building. I further informed him that we felt that in all fairness the City should participate 50% in this settlement in view of our past payment to them on the zoo slide, and also in order to obtain their name on the release.

Mr. Alex Brown, City Attorney, was in Mr. Hurtig's office at the time I telephoned and they discussed my proposal. Mr. Hurtig then informed me that the City was not worried about any future liability or claims from OMSI. He further informed me that within a short period of time OMSI's lease would come up for renewal with the City and, if there were any problems, they would be settled at that time.

I then informed Mr. Hurtig that we would not include the City as part of the release. This appeared to be satisfactory to him.

FRANK C. McKINNEY
Acting Assistant Counsel

FCMcK:ks
cc: R. L. Porter
L. P. Shaw
G. E. Rohde

AHJ:ks
1-8-65

# RELEASE

KNOW ALL MEN BY THESE PRESENTS, that for and in consideration of the sum of $3,263.00, receipt of which is hereby acknowledged, Oregon Museum of Science and Industry, an Oregon corporation, hereinafter referred to as "OMSI," does hereby release, remise and forever discharge the State of Oregon, by and through its State Highway Commission, its officers, agents, employees and contractors, hereinafter collectively referred to as the "State," from any and all liability whatsoever, in law or in equity, which may now exist or which may hereafter arise, for or by reason of any past, present or future injury or damage to the real or personal property of OMSI, including without limitation any injury or damage to buildings, structures or other improvements owned by OMSI and located on premises occupied by OMSI under lease from the City of Portland, including that certain lease authorized by Public Ordinance No. 103551 of said City, dated February 29, 1956, and that certain lease authorized by Ordinance No. 105734 of said City, and any extensions or renewals of said leases or either of them, or any damage or injury to or diminution in value of OMSI's leasehold interest in or to said premises, caused by, arising from or directly or indirectly related to, the presently existing construction, reconstruction, improvement and widening of State Highway 47, Route 26, a portion of which is known as Canyon Road.

It is recognized and acknowledged that payment of said sum of $3,263.00 is in compromise of a disputed claim, and that by payment of said sum and acceptance of this release, the State admits or acknowledges no liability whatsoever, of any kind or nature.

Executed, and the corporate seal affixed, this 14th day of January, 1965, by authority of resolution of the Board of Trustees, dated 14th, January, 1965, a true copy of which, duly certified as such by the corporate secretary, is attached hereto and made a part hereof.

OREGON MUSEUM OF SCIENCE AND INDUSTRY

By Elon E. Ellis
Elon E. Ellis, President

By Hazel Carr
Hazel Carr, Secretary

AHJ:ks
1-8-65

# OREGON MUSEUM OF SCIENCE AND INDUSTRY
## BOARD OF TRUSTEES MINUTES
January 14, 1965

The regular meeting of the Oregon Museum of Science and Industry Board of Trustees was called to order at 4:30 PM by the President, Elon Ellis, in the Diack Memorial Library.

In attendance were: President, Elon Ellis, Dr. James Stauffer, Leo Simon, Henry Mason, Hazel Karr, Jack Stevens, Thornton Munger, David Mason, Grant Thuemmel, Henry Swigert, Jr. Charles Freeling, Dr. McCawley, Robert Mitchell, Orren Brownson, Dr. Robert Lee, Dr. John Allen, Mrs. Frank Chown, Mrs. James Hessler, Mrs. Melvin Mark, Donald Gunderson, Donald Newhouse, Mrs. E. C. Sammons, Jr., Frank Eiseman, Samuel Diack, Wallace Hagestad and Loren McKinley.

Minutes of the previous meeting were approved as mailed.

Henry Mason reported on soil exploration being done in the area where the agricultural and planetarium wings will be constructed. Core drillings are being made and several suggestions for designs that can be constructed at minimum hazard are being considered. Dr. McCawley moved that the Board give the Building Committee a vote of confidence and that the committee be instructed to proceed with the architectural plans. Motion seconded and carried.

It was announced that the Building Fund total was now at $175,097. to date. President Ellis announced the following contributions to the Building Fund Drive.

| | | | |
|---|---|---|---|
| J. Lewis Renton | $10,000 | Van Waters & Rogers | $100 |
| Swindells Foundation | 500 | Ernest Bonyhadi | 100 |
| Constance Morrow Morgan | 250 | Dr. Edward Kloos | 100 |
| Terminal Ice & Cold Stor. | 250 | Mrs. Frank Penepacker | 500 |
| Mr. & Mrs. Wm. Polits | 200 | | |

The State Highway Department release, relating to liability due to slide damage in the amount of $3,263 was presented by Mr. Ellis. Mr. Mason moved that the State Highway Department release be accepted and signed. Motion seconded and carried.

Report from the Building Committee: Wallace Hagestad presented proposed plans for the Planetarium. He explained ways that wood, plastics, and metals could be used in the construction and provide both structural and esthetic needs of the building.

Mrs. Hessler reported a profit of $821 to date from two years sale of Christmas Cards by the Women's Committee. Profit will exceed the above figure when final sales are in.

Members from the Women's Committee will work with the OMSI Library Committee and select materials to be purchased for the Diack Memorial Library from card sale funds.

Mr. David Mason moved that the Board approve Mr. McKinley's attendance at the American Museum Association Convention to be held in Philadelphia, May 26th. Motion seconded and carried.

Mr. McKinley will present a paper at the above meeting. The Board felt that this invitation was a credit to the fine work being done by the Director and by OMSI.

Dr. John Allen reported for the Camp Hancock Committee. The following three amendments were proposed as adoptions to the Camp Hancock Policy and By Laws.

Article III - Section 1 ( add "museum director" as ex-officio member to Camp Hancock Committee membership list.

Article III - Section 2 (add "in writing" after "he will submit", etc. relating to Director's report)

Article VI - Section 7 "No alcoholic beverages are permitted in camp at any time."

Article VII - Section 1 "No pets are permitted in camp at any time except for scientific purposes."

Mr. Leo Simon moved that the amendments as recommended by the Camp Hancock Committee be accepted. Motion seconded and carried.

Director McKinley reported as follows:

1. Ground Breaking Ceremonies for the Planetarium are planned in the near future.
2. Mr. McKinley appeared before the Ways and Means Committee at Salem and presented OMSI's request for funds, in the amount of $15,000. The request was favorably received.
3. The Mitsui Company will fly Norman Smale, Planetarium Director and Fred Breckon, Planetarium Lecturer, to Bridgeport, Conn. and to five other cities where they may hear and study other outstanding planetarium programs.
4. The U. S. Air Force Talon Jet is on display at OMSI beginning February 6, through 14.
6. The Electricity Fair will open January 16th in the OMSI Auditorium.
7. Joint Council of Unions have asked Mr. McKinley to meet with them and discuss how they may help with the new building program.
8. There has been a request for the use of the Diving Bell to be used for compression experiments by the Oregon Council of Diving Clubs. Mr. McKinley will check liability coverage for this use of the exhibit.

The next meeting of the Board will be held on the second Thursday in February, February 11th, 1965

The meeting adjourned at 5:45 pm.

Respectfully submitted,

Hazel Karr, Secretary

Certified as true copy by the corporate secretary.

RECEIVED
JAN 6 - 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

5a5

January 5, 1965

NOTED
R L PORTER

Mr. John D. Mosser
Attorney at Law
Wood, Wood, Tatum and Brooke
1310 Yeon Building
Portland, Oregon

Re: OMSI Claim
File No. L-3488

Dear Mr. Mosser:

This will confirm my conversation of this morning with Mr. McKinley upon the occasion of his having called to inquire as to the status of the proposed settlement of the slide damage claim by the Oregon Museum of Science and Industry against the Highway Commission as set forth in your letter of June 3, 1964, to Mr. Lindas. In the course of the conversation I assured Mr. McKinley that the Commission had at its last meeting authorized the negotiation and settlement of the claim on the basis proposed.

Pursuant to this authority we will immediately prepare and forward to you a form of release from further liability together with the appropriate vouchers for audit and payment of the claim in the amount of $3,263.00. When the instruments have been executed and returned we will put them through the regular channels for payment.

Please accept my sincere apologies for the long delay in presentation of this matter to the Commission. The delay is at least partially due to the change in administration of this office brought about by the resignation of Mr. Lindas who was handling the matter personally and was not brought to my attention until Mr. McKinley's recent letters.

Yours very truly,

G. E. ROHDE
Chief Counsel

GER:hg
CC - Mr. R. L. Porter
Mr. Loren McKinley
Museum Director - OMSI
Mr. Robert L. Hurtig
Deputy City Attorney - Portland

RECEIVED
DEC 18 1964

FOR FILING

[illegible]

5025

Salem, Oregon
December 17, 1964

George Rohde
Chief Counsel
OFFICE

Claim for alleged damages
Oregon Museum of Science
and Industry
Portland

The Highway Commission, at its meeting on December 15, instructed that a settlement be negotiated with OMSI on the best terms available but with a provision holding the Highway Commission harmless for all future claims. The top figure mentioned was $3200 but it was the intent of the Commission that the settlement be negotiated on the most favorable terms, consistent with a reasonable settlement.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

RECEIVED
DEC 21 1964
FOR FILING

11-318(3)

5025

## MINUTE ENTRY

## NOA ITEM - DECEMBER 15, 1964

The Engineer reported to the Commission that a claim had been made on the Department by the Oregon Museum of Science and Industry for correction of damage to its building in the Portland Zoo area from a slide or settlement allegely caused by highway grading. The Engineer reported that there was some doubt as to the cause of the slide but recommended that the Legal Department be instructed to work out a settlement of this and all future claims by cash payment. The amount of the claim was about $3,200. It was the instruction of the Commission that a settlement be negotiated.

cc R. L. Porter
Victor D. Wolfe
George Rohde

FC:fn

RECEIVED
DEC 16 1964

FOR FILING

5028

(5027)

Salem, Oregon
December 14, 1964

Mr. Forrest Cooper
State Highway Engineer

OFFICE

I am informed by Mr. Rohde that the Oregon Museum of Science and Industry has filed a claim against the Highway Department for approximately $3,200 , for alleged damages to their building at the Portland Zoo.

Some years ago, we made a payment to the City of Portland of about $65,000, as I recall, as a compromise settlement to avoid litigation relative to slides in the zoo area. The City alleged that through the reconstruction of Canyon Road, we had caused the zoo area to slide, and because the matter was almost impossible to positively determine, the Commission at that time authorized the compromise. The City had leased an area to OMSI; however, the existence of such lease was not made known to us nor, as I understand it, was it a matter of record. The City now denies any obligation to OMSI and states that the claim is a matter between that organization and the Highway Department.

Whether the Highway Commission has any responsibility in this matter and whether our construction of either the Sunset Highway or the approach to the zoo had anything to do with the subsidence and slides is an indeterminate. It is my personal opinion that the highway construction in the area is not the basic cause of the unstable ground although it may have contributed to the slippage to a minor extent.

Inasmuch as the OMSI is an eleemosynary organization, I recommend that the Chief Counsel be authorized to work out the best compromise settlement possible, in any event not to exceed $3,200 for a complete release of all damages past and future as far as the Highway Department is concerned.

R. L. Porter
Deputy State Highway Engineer

RLP:ms

ECEIVED
MAR 25 1964
FOR FILING

5025

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1964

SUBJECT: Oregon Museum of Science and Industry Slide

To: Mr. F. D. Morgan
Construction Engineer
Office

RED TO
[illegible] information

In the anticipation of a suit by the Oregon Museum of Science and Industry for the slide damage, we should take the necessary steps to prepare for a trial. Therefore, would you please arrange for someone to obtain as much detailed information as possible about the extent of the damage and the present condition of the slide area. This information should be documented with the necessary photographs, pictures, maps and other data. Among other things this should cover the following:

1. What is the extent of the slide claimed by the Oregon Museum of Science and Industry to have damaged the building?

2. If allowed to continue, and presuming no remedial action by the Oregon Museum of Science and Industry, would damage to the building have resulted and to what extent?

3. Exactly what remedial action did the Oregon Museum of Science and Industry take for which they now claim compensation? To what extent was this action a betterment of the building rather than a remedy of anticipated damages as a direct result of the slide?

4. To what extent is the property of the Highway Department damaged or will be damaged by the present slide condition? What action does the State Highway Department contemplate to prevent further damage to its property?

5. As a result of the settlement with the City of Portland in 1962 the City was paid a sum necessary for it to take certain remedial action. Please relate the action taken by the City to the present slide condition.

You may find it necessary to obtain part of the information from McKinley and his staff. However, data should also be obtained from independent sources in all cases. The information is needed as preparation for an anticipated trial and should be regarded as confidential. Also, the information should be obtained by someone who will be in a position to testify as a witness if the matter ever comes to trial.

All information obtained should be submitted directly to the undersigned.

L. I. LINDAS
Chief Counsel

LIL:ks
cc: Mr. R. L. Porter ✓

RECEIVED
MAR 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 23 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 19, 1964

Mr. Loren D. McKinley
Museum Director
The Oregon Museum of Science and Industry
4015 S. W. Canyon Road
Portland 1, Oregon

Re: File L-3488

Dear Mr. McKinley:

Your letter of March 12 to R. L. Porter has been referred to me for reply.

In 1960, the City of Portland brought suit against the State Highway Commission for alleged damages to its property by reason of slides at the Highland Interchange of the Sunset Highway. Paragraph IV of the Complaint contains a description of the property owned by the City, which includes the property upon which the Museum Building is constructed. The Multnomah County Deed Records indicate that the City is now and has been the owner of this land for many years.

The State, at all times, was led by the City to believe that not only was it the owner of the property as set forth in its Complaint, but that it had full authority to negotiate and settle the controversy. In fact, a large portion of the damage claimed, and for which settlement was made, was for the land adjacent to the Museum Building.

The State Highway Commission has never at any time admitted responsibility for the slide condition, but in the spirit of compromise did settle fully with the City. This release is on file and releases the State Highway Commission in full for all damage, known and unknown, to its property, including the property upon which the Museum Building is located. The State Highway Commission, therefore, will accept no further responsibility for damages in this slide area. Whatever claim you may have would be against the City of Portland, who, as owner of the land, received full and complete compensation for all such damages.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:ks
cc: City of Portland
Mr. Alexander G. Brown
Mr. R. L. Porter

RECEIVED
MAR 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

The Oregon Museum of
**SCIENCE and INDUSTRY**

J.C. STEVENS, President Emeritus

4015 S. W. Canyon Rd., Portland 1, Oregon CA 6-4518

March 12, 1964

Mr. R. L. Porter
Deputy State Highway Engineer
State Highway Dept.
Salem 10, Oregon

Dear Mr. Porter:

Enclosed please find a bill from the Henry M. Mason Company.

This bill represents the cost of repair to our building resulting from the slide damage. As per our previous correspondence, we are holding the Oregon State Highway Commission responsible for this damage.

Representatives of your department inspected this construction while in progress. They also inspected the slide area. To date we have no report on results of their observations or the intent of your department.

We would appreciate an early reply in this matter. Our budget contains no funds for such repairs.

Sincerely,

Loren D. McKinley

Loren D. McKinley
Museum Director

LDM:bc

encl: 2 pg. Mason bill

NOTED
R. L. PORTER

RECEIVED
MAR 13 1964
OREGON
STATE HIGHWAY COMMISSION

A non-profit, educational organization dedicated to the advancement of science and industry through the youth of the region.

**HENRY M. MASON CO.**
INCORPORATED
BUILDING CONSTRUCTION
2206 N. W. THURMAN STREET
PORTLAND 10, OREGON
March 11, 1964

Oregon Museum of Science & Industry
4015 S. W. Canyon Road
Portland, Oregon

Re: Slide Damage

Gentlemen:

We itemize below our costs through February, 1963, for structural support of building corner in slide area. Copies of invoices and payrolls are enclosed.

BILLING #1

| | | | |
|---|---|---|---|
| CHOWN HARDWARE & MACHINERY | Inv 1843 | | 17.40 |
| DISDERO LUMBER COMPANY | Inv 40793 | | 12.67 |
| HONEYMAN HARDWARE COMPANY | Inv 2508 | | 13.41 |
| JANSSEN DRILLING COMPANY | Inv 994 | | 855.20 |
| MERCER STEEL COMPANY | Inv 994 | | 693.00 |
| NEWTON & COMPANY | Inv 3458 | | 147.50 |
| ROSS ISLAND SAND & GRAVEL | Inv 2/10/64 | 33.50 | |
| | 28788 | 161.40 | |
| | 28876 | 161.40 | |
| | 29132 | 282.45 | 638.75 |
| WILHELM TRUCKING COMPANY | Inv 70889 | | 19.53 |
| WILLAMETTE VALLEY COMPANY | Inv 16298 | | 92.80 |
| | 81028 | | 20.00cr |
| WOODBURY & COMPANY | Inv 10670 | | 23.47 |
| WOODCO | Inv 3/6/64 | | 60.00 |
| MILEAGE & HAULING incidental tothe job | | | 41.10 |
| MATERIAL FROM OUR WAREHOUSE | | | |
| 35 # Assorted Nails | @ .15 | 5.25 | |
| 1,035 bf Miscellaneous Lumber | @ 75.00 | 77.63 | |
| 150 sq ft used Plywood | @ .06 | 9.00 | |
| 50 # Reinforcing Bar | @ .12 | 6.00 | |
| 12 Ramset Pins & Loads | @ .15 | 1.80 | |
| 12 Framing Anchors | @ .12 | 1.44 | 101.12 |

| | | | |
|---|---|---|---|
| PAYROLL - Weekending 2/12/64 | | 382.00 | |
| 2/19/64 | | 729.19 | |
| 2/26/64 | | 207.42 | |
| 3/4/64 | | 99.89 | 1,418.50 |
| INSURANCE - 13¼% of Payrolls | | | 187.95 |
| HEALTH & WELFARE FUND through 3/4/64 | | | |
| Carpenters | 128 hrs @ .15 | 19.20 | |
| Laborers | 185 hrs @ .15 | 27.75 | 46.95 |
| PENSION FUND through 3/4/64 | | | |
| Carpenters | 128 hrs @ .15 | 19.20 | |
| Laborers | 185 hrs @ .15 | 27.75 | 46.95 |
| EQUIPMENT RENTAL | | | |
| Vibrator | 1 day | 7.50 | |
| Compressor | 1 day | 20.00 | |
| Chain Saw | 1 day | 10.00 | |
| Skilsaw | 2 days | 8.00 | 45.50 |
| | | | 4,441.80 |
| ALL RISK INSURANCE - $4,885.98 @ $1,60 | | | 7.82 |
| | | | 4,449.62 |
| 10% OVERHEAD | | | 444.96 |
| TOTAL DUE THIS DATE | | | $ 4,894.58 |

Very truly yours,

HENRY M. MASON COMPANY

By

MA:gw
Encls.

RECEIVED
FEB 27 1964
FOR FILING

FORM 2-30 20M 3-63 89807

NOTED
R. L. PORTER

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 25, 1964

SUBJECT: Damage to OMSI Building
Because of Slide

To:

Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

At 10:30 A.M. February 21, A. V. Benedict, Ed Johnsen, Dan Gano and G. L. Decker for the Highway Department met with Loren D. McKinley and a Mr. Merrifield representing the Oregon Museum of Science and Industry.

Mr. McKinley pointed out recent movements of the slide area in the immediate vicinity of the OMSI Building. The upper limit of this recent movement follows the same line as previously established. It is shown on the attached plot plan in red. Vertical movements of this line vary from a few inches to 1 foot.

Where this line passes under the extreme southeast corner of the OMSI Building, the last subsidence was discovered by power line repairmen. At this point, two 27-inch diameter holes have been drilled some 58 feet deep to solid and poured with concrete to provide point bearing pile. A reinforced concrete beam connects the pile to provide support for this corner of the building. Mr. McKinley was asked if the building had suffered any damage and he replied "no, that they had caught it in time."

Other affects of the movement were observed. Broken curbs and distorted pavement where the break line crosses the entrance road , out of line curbs and heaved surface on the outlet road south and west of the OMSI Building, broken curbs and sidewalk at the northeast corner of the interchange structure, and sluffing of cut material onto the beginning of the entrance ramp.

Mr. McKinley was advised this inspection was simply to become aware of conditions. The matter of responsibility was not mentioned. The future safety of the OMSI Building will depend upon further uphill movement of the break line. However, unless remedial measures are taken, the movement can be expected to continue with the possibility of a new break line some distance farther up the slope.

F. D. Morgan
Construction Engineer

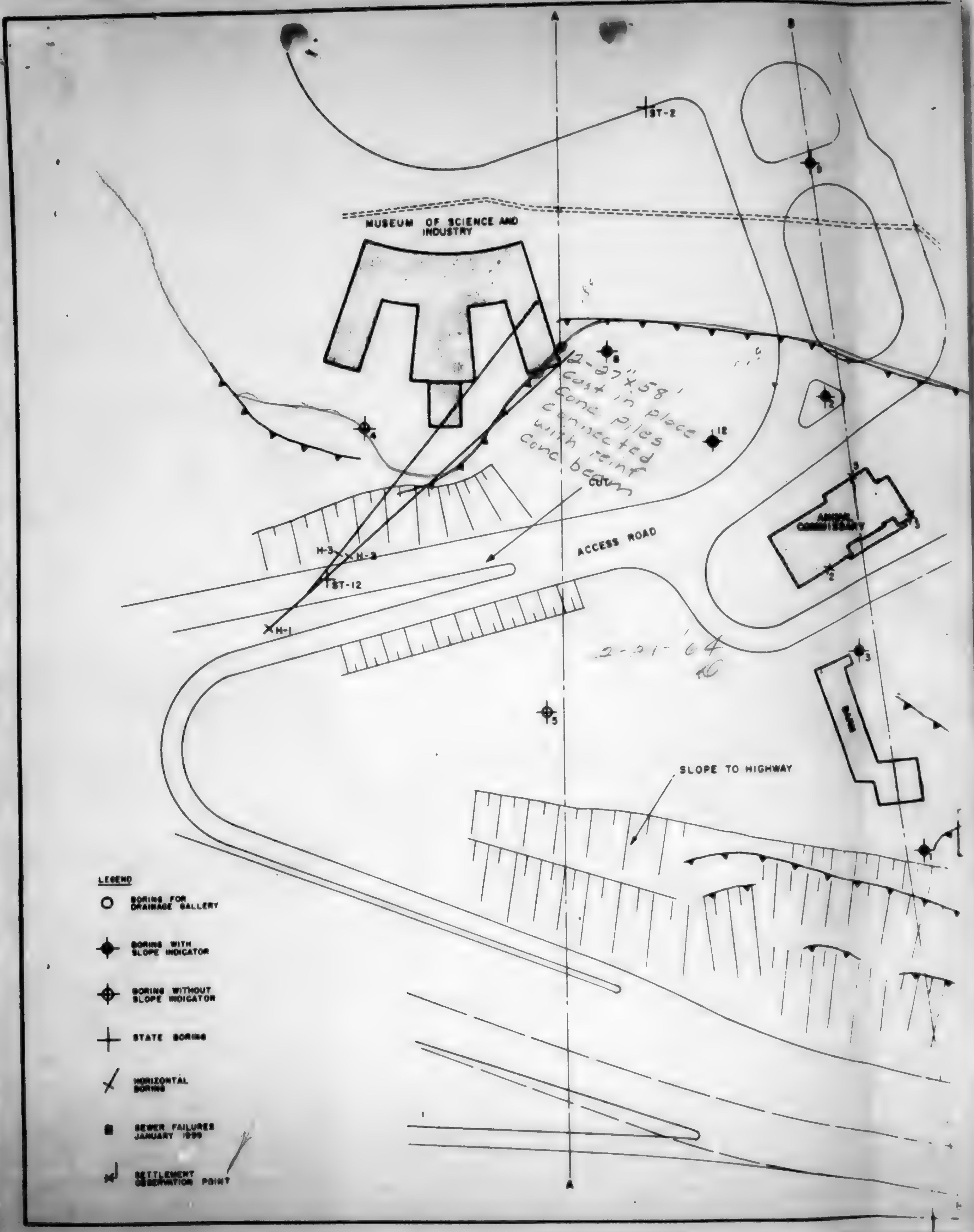
NOTED
FORREST COOPER

By G. L. Decker

G. L. Decker
Assistant Construction Engineer

GLD:fp
Attach.
cc Lloyd Shaw

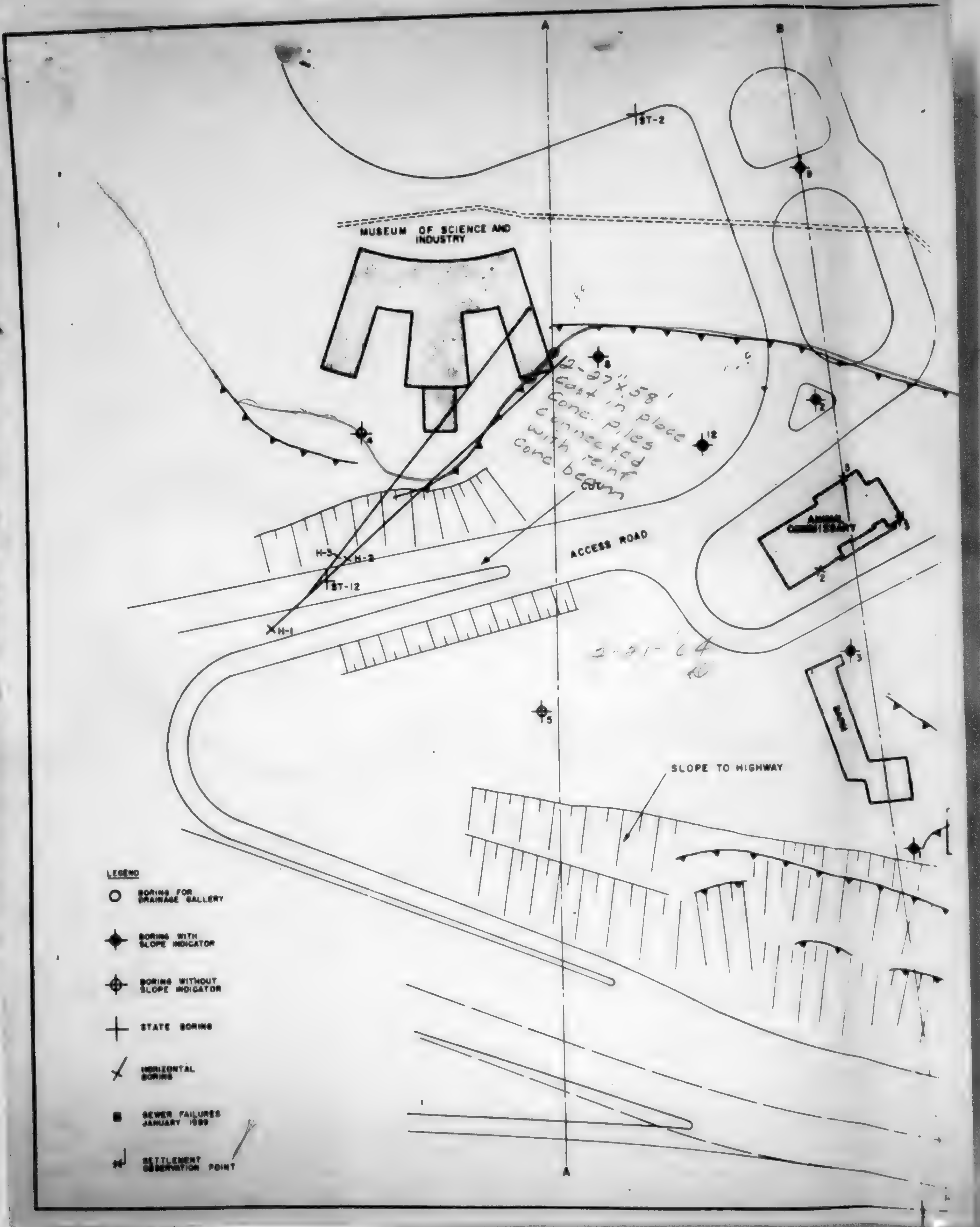
RECEIVED
FEB 25 1964
OFFICE OF
STATE HIGHWAY ENGINEER



2-27"x58' Cast in place Conc. Piles connected with reinf Conc beam

2-21-64

ST-2
9
MUSEUM OF SCIENCE AND INDUSTRY
6
12
2
4
CUT
5
COMMISSARY
3
2
3
ACCESS ROAD
H-3
H-2
ST-12
H-1
5
SLOPE TO HIGHWAY
LEGEND
BORING FOR DRAINAGE GALLERY
BORING WITH SLOPE INDICATOR
BORING WITHOUT SLOPE INDICATOR
STATE BORING
HORIZONTAL BORING
SEWER FAILURES JANUARY 1959
SETTLEMENT OBSERVATION POINT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9
MUSEUM OF SCIENCE AND INDUSTRY
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ACCESS ROAD
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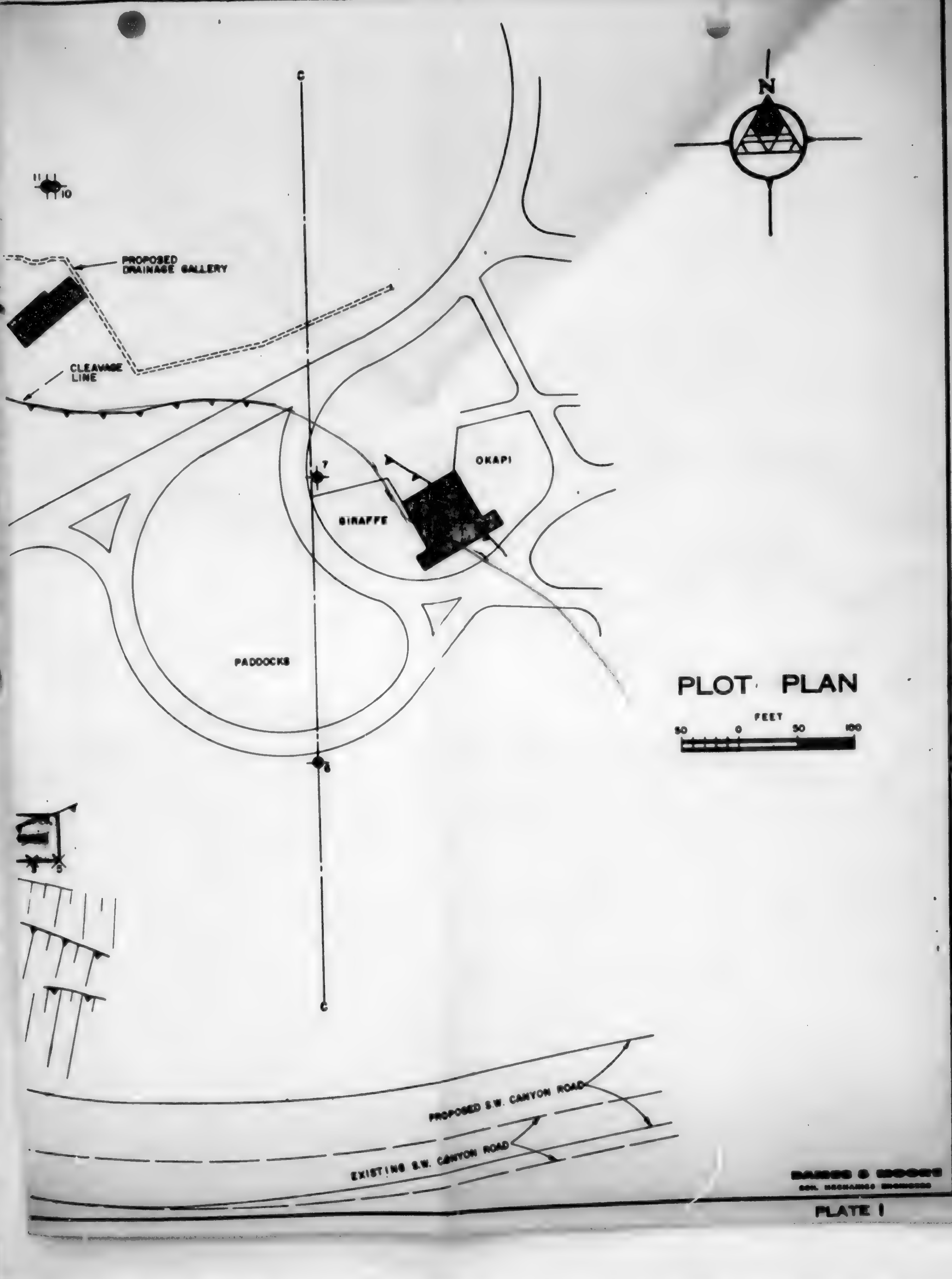
SLOPE TO HIGHWAY
1
A
LEGEND
BORING FOR DRAINAGE GALLERY
BORING WITH SLOPE INDICATOR
BORING WITHOUT SLOPE INDICATOR
STATE BORING
HORIZONTAL BORING
SEWER FAILURES JANUARY 1959
SETTLEMENT OBSERVATION POINT
2-27"x58' cast in place conc. piles connected with reinf conc beam
2-21-64


N
C
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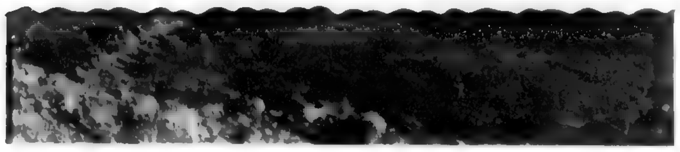
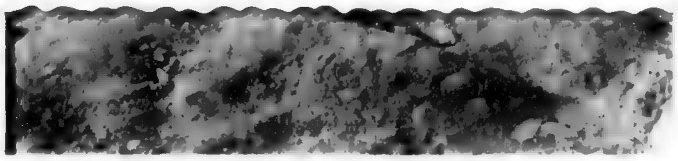
11
10
PROPOSED DRAINAGE GALLERY
CLEAVAGE LINE
7
OKAPI
GIRAFFE
PADDOCKS
6
5
FEET
50
0
50
100
PROPOSED S.W. CANYON ROAD
EXISTING S.W. CANYON ROAD

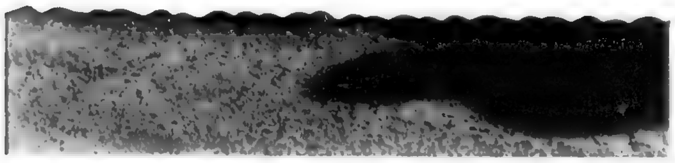
# PLOT PLAN

DAMES & MOORE
SOIL MECHANICS ENGINEERS

PLATE I







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D 974

FEB 64

D 974

FORM E-30 80M 5-62 43906

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 19, 1964

SUBJECT:

To: MEMO TO FILE

On this date, I checked with Assistant Chief Counsel, G. E. Rohde, relative to the implied claim of the Oregon Museum of Science and Industry that the Highway Department has liability in connection with land settlements which have or may be endangering the building.

I asked Mr. Rohde specifically as to whether or not the inspection of the alleged damage by a member of the Department would in any way be an admission of liability on our part. Mr. Rohde informed me that it would not and with this, arrangements will be made to have an inspection made of the alleged damage.

R.L.P.
R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. G. E. Rohde
Mr. F. D. Morgan (attention Mr. G. L. Decker)

RECEIVED
FEB 13 1964

FOR FILING

#5027

February 11, 1964

Mr. Loren D. McKinley
Museum Director
The Oregon Museum of Science
and Industry
4015 S. W. Canyon Road
Portland 1, Oregon

Dear Mr. McKinley:

This will acknowledge receipt of your February 2 communication relative to land settlement and slides in the vicinity of your building adjacent to the Portland City Zoo.

To my knowledge, the Highway Commission has never recognized any responsibility for the subsidence and slide conditions on the zoo property. The problem was, however, the subject of potential litigation a year or two ago and was disposed of by stipulation which, upon payment of a sum of money, released and discharged the Oregon Highway Commission, its officials, agents and employees from any liability to the City of Portland due to land slides or ground disturbance caused by the construction of the Sunset Highway, known as Canyon Road.

If it is still desired to have a Highway Department representative examine this slide condition, arrangements can be made to do so. However, we are sure that competent engineering advice could be obtained through the City of Portland's engineering department.

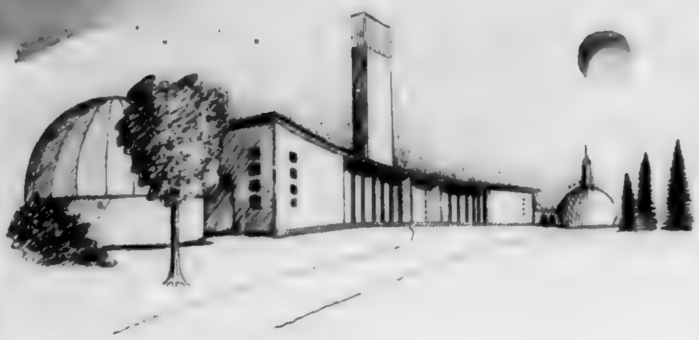
Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm
cc Mr. Forrest Cooper
Mr. Victor D. Wolfe



The Oregon Museum of

**SCIENCE and INDUSTRY**

J.C. STEVENS, President Emeritus

4015 S. W. Canyon Rd., Portland 1, Oregon CA 6-4518

REFERRED TO
Forrest Cooper
BY SECRETARY

February 5, 1964

Oregon State Highway Department
Salem, Oregon

Gentlemen:

On January 15th, 1959, Mr. Douglas P. Huegli, then the Director of the Oregon Museum of Science and Industry, notified your department that in the event that our museum building or property should be damaged as the result of the slide condition in the area of the Oregon Museum of Science and Industry and the Portland Zoo, the Oregon Museum of Science and Industry would hold the Highway Commission liable for any and all such action. Mr. Huegli's letter was answered by Mr. L. I. Lindas, chief counsel for the State Highway Department.

Since 1959 we have hoped that no such damage would occur. Each year there has been some shifting of the soil in the area, with the ultimate result that the soil under the southeast corner of our museum building has moved down hill to the extent of leaving this portion of our building with an air pocket under the foundation. We have exposed the foundation under the southeast corner of our building for inspection, preparatory to remedying this problem.

It has been suggested by our contractor, our engineer and our legal counsel, that engineers of the State Highway Commission be invited to inspect this damage. We would welcome such inspection. We would very much appreciate haste in this matter, as we must begin repair work immediately. Our engineer and our contractor would be glad to meet with your engineer and discuss methods of repair, as well as cost. Our contractor feels that perhaps your engineer might have some suggestions concerning this matter.

Sincerely,

Loren D. McKinley

Loren D. McKinley
Museum Director

LDM:em
cc: John D. Mosser
Henry M. Mason
John T. Merrifield

Porter - See me
C

[illegible]

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

A non-profit, educational organization dedicated to the advancement of science and industry through the youth of the region.

NOTED
R. L. PORTER

April 11, 1962

CERTIFIED MAIL

Mr. Alex G. Brown
City Attorney
City Hall
Portland, Oregon

Re: L-3488
City of Portland
Highlands Interchange Section
Sunset Highway

Dear Alex:

I enclose herewith Oregon State Highway Department revolving fund check No. A020431, in the amount of $62,500, which is the amount of our agreed settlement in the Zoo case.

I want you to know it has been a very fine experience working with you and Bob Hurtig, and I am so happy that we were able to reach an amicable settlement in this matter.

With kindest personal regards, I remain

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:dc
Encl.

**OFFICE OF CITY ATTORNEY**
CITY HALL
PORTLAND 4, OREGON
ALEXANDER G. BROWN
CITY ATTORNEY

March 26, 1962

NOTED
J. ROBERT PATTERSON

Mr. Leonard I. Lindas
Chief Counsel
State Highway Department
Salem, Oregon

In re: City of Portland v. State of Oregon, by and through its State Highway Commission, Multnomah County Circuit Court, No. 265 626

Dear Leonard:

Enclosed please find three copies of the stipulation for dismissal, two copies of the proposed order and two signed copies of the release, together with certified copies of the ordinance authorizing such release in the above case.

I have retained one copy of the stipulation and a copy of the release for our files and will appreciate receiving a copy of the order at such time as it is entered.

It is my understanding that these documents are delivered to you subject to formal adoption of the settlement in the above case by the Highway Commission at its April meeting.

Very truly yours,

ALEXANDER G. BROWN
City Attorney

By Robert L. Hurtig
Robert L. Hurtig
Deputy City Attorney

Commission OK'd
4-3-62

RLH/fg
Encls

KNOW ALL MEN BY THESE PRESENTS, That the City of Portland, State of Oregon, for andin consideration of the sum of SIXTY-TWO THOUSAND FIVE HUNDRED AND NO/100-----($62,500) DOLLARS to it paid by the State of Oregon, the receipt of which is hereby acknowledged, does hereby release and forever discharge the State of Oregon, its State Highwa y Commission, its officers, agents and employees, of and from all liability to the City of Portland, State of Oregon, for,on account of, or by reason of, any and all loss, damage or injury sustained or claimed to have been sustained by said City, known and unknown, sustained by said City or hereafter resulting to said City by reason of the widening of Canyon Road in said City, the construction of roads of ingress and egress to and from City owned property and Canyon Road and grade separation structure and any and all manner of construction in connection with said widening, including that provided for in that certain Agreement between said City of Portland and the State Highway Commission dated July 31, 1957, and the construction contracts implementing the said agreement being contract number 5025, dated August 30, 1957, grading and paving, and contract number 5027, dated September 6, 1957, Highlands Undercrossing Bridge N.8311.

This release is executed as a compromise and is not intended nor to be construed as an admission of liability on the part of the State of Oregon, the State Highway Commission, its officers, agents and employees or any of them,their successors or assigns.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this 26th day of March, 1962.

CITY OF PORTLAND, a municipal corporation

By Alexander G. Brown
City Attorney

By Robert L. Hurley
Deputy City Attorney.

AUD. 99-175-108
9-30-2M

OFFICE OF

# AUDITOR OF THE CITY OF PORTLAND

PORTLAND 4, OREGON

ROOM 202
CITY HALL

## COPY CERTIFICATE

STATE OF OREGON,
County of Multnomah,
CITY OF PORTLAND, } ss

I; RAY SMITH, Auditor of the City of Portland, do hereby certify that I have compared the following copy of Ordinance No. 114857, passed by the Council March 8, 1962, being, "An Ordinance providing for the compromise settlement of an action pending before the Circuit Court of Multnomah County, City of Portland V. State of Oregon, by and through its State Highway Commission, for the sum of $62,500, authorizing the City Attorney to execute the necessary releases and documents in order to effect settlement, providing for the crediting of funds, and declaring an emergency,"

with the original thereof, and that the same is a full, true and correct copy of such original

Ordinance No. 114857

and of the whole thereof as the same appears on file and of record in my office, and in my care and custody.

IN WITNESS WHEREOF, I have hereunto set my hand and seal of the City of Portland affixed this 23rd day of March, 1962.

Ray Smith

Auditor of the City of Portland

By Deputy

# ORDINANCE NO. 114857

An Ordinance providing for the compromise settlement of an action pending before the Circuit Court of Multnomah County, City of Portland.v. State of Oregon, by and through its State Highway Commission, for the sum of $62,500, authorizing the City Attorney to execute the necessary releases and documents in order to effect settlement, providing for the crediting of funds, and declaring an emergency.

The City of Portland does ordain as follows:

Section 1. The Council finds that an action was commenced in the Circuit Court of Multnomah County, case No. 265,626 by the City of Portland against the State of Oregon, by and through its State Highway Commission for damages oocurring at the site of the Portland Zoological Gardens, by land slides; that an opportunity is now offered to compromise and settle such case for the sum of $62,500; that due to the uncertainties of trial,expenditure of funds in preparation for trial and costs of possible appeal, said compromise should be authorized and accepted; now, therefore, settlement of the action pending before the Circuit Court of Multnomah County, City of Portland v. State of Oregon, by and through its State Highway Commission, No. 265,626, for the sum of $62,500 is hereby authorized and the City Attorney or his deputy hereby is authorized to execute on behalf of the City the necessary releases for dismissal in order to effect such compromise.

Section 2. The funds derived from the settlement of this case authorized in Section 1 of this ordinance shall be credited to the appropriation General Fund Revenues.

Section 3. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace and safety of the City of Portland in this: In order that immediate authorization to effect the compromise settlement of the pending litigation described in Section 1 hereof, may be approved; therefore, an emergency hereby is declared to exist and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council MAR 8 - 1962

Terry D Schrunk
Mayor of the City of Portland

Attest

Ray Smith
Auditor of the City of Portland

Commissioner Bean
3-8-62
RLH:gm

Contract 5023

RECEIVED
FEB 4 - 1963
FOR FILING

| | | |
|---|---|---|
| Monthly transaction number<br>1-2 | Fo R-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS | tate **Oregon** |
| Project report number<br>U-318(3) **18**<br>4123 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County **Multnomah** |
| | | Project number **U-318(3)** |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **July 1**, 19**57**, is hereby modified as follows:

| | |
|---|---|
| Revised estimated total cost of project | $ **770,710.00** |
| Revised Federal funds | $ **475,742.00** |

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **22** day of **January**, 19**63**.

**OREGON STATE HIGHWAY DEPARTMENT**
(Official name of Highway Department)

By

Asst. **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ **A. W. Parsons**
Division Engineer

By: L.R. Backlund
**L. R. Backlund**
**Administrative Manager**

Contract 5025

| | | |
|---|---|---|
| Monthly transaction number<br>879 | For[illegible]-2A (5-[illegible]7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS | [illegible]ate<br>Oregon |
| Project report number<br>14 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Multnomah |
| | | Project number<br>U-318(3) |

RECEIVED
AUG 28 1962
FOR FILING

U-318(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 1, 1957, is hereby modified as follows:

5085

Revised estimated total cost of project $ 625,687.40

Revised Federal funds $ 386,400.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 14 day of August, 19 62.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASSISTANT State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX A. W. Parsons
Division Engineer

L. R. Backlund
By: L. R. Backlund
Administrative Manager

USComm-DC 11170

Oregon State Highway Department

Federal-Aid
Project No. U-318(3)

## HIGHLANDS INTERCHANGE SECTION OF THE
## SUNSET HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, July 19, 1962

### Type Code P.E.

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 10,000.00 |

### Type Code 6201
### Roadway (Sta. 94+00 to Sta. 126+00)(Contract No. 5025)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required (90%) | | $ 26,370.00 |
| Drainage Excavation, Unclass. | 2,510 | cu.yd. | $3.00 | 7,530.00 |
| General Excavation, Unclass. | 206,000 | cu.yd. | .68 | 140,080.00 |
| Disposing of Excess Material | 87,000 | cu.yd. | .33 | 28,710.00 |
| Excavating and Placing Topsoil | 320 | cu.yd. | 1.60 | 512.00 |
| Rounding Cutbanks | 4,680 | lin.ft. | .15 | 702.00 |
| Finishing Roadbed and Slopes | All | Required (90%) | | 1,080.00 |
| 12-inch Concrete Pipe | 160 | lin.ft. | 2.20 | 352.00 |
| 18-inch Concrete Pipe | 200 | lin.ft. | 4.00 | 800.00 |
| 24-inch Concrete Pipe | 40 | lin.ft. | 5.85 | 234.00 |
| 8-inch Sewer Pipe | 1,460 | lin.ft. | 1.25 | 1,825.00 |
| 10-inch Sewer Pipe | 140 | lin.ft. | 1.60 | 224.00 |
| 12-inch Sewer Pipe | 310 | lin.ft. | 2.00 | 620.00 |
| 15-inch Sewer Pipe | 1,460 | lin.ft. | 2.80 | 4,088.00 |
| 21-inch Sewer Pipe | 2,000 | lin.ft. | 4.05 | 8,100.00 |
| 36-inch Sewer Pipe | 420 | lin.ft. | 12.25 | 5,145.00 |
| Extra for Pipe under Pavement | 530 | lin.ft. | 4.00 | 2,120.00 |
| 8-inch Perforated Metal Drain Pipe | 1,560 | lin.ft. | 1.90 | 2,964.00 |
| Special Backfill in Drains | 220 | cu.yd. | 5.00 | 1,100.00 |
| Special Concrete Catch Basins | 40 | only | 86.00 | 3,440.00 |
| Concrete Manholes | 18 | only | 280.00 | 5,040.00 |
| Adjustment of Manholes | 10 | only | 55.00 | 550.00 |
| Adjustment of Monument Boxes | 6 | only | 10.00 | 60.00 |
| Concrete Curbs | 480 | cu.yd. | 50.00 | 24,000.00 |
| Concrete in Walks and Surfacing | 890 | sq.yd. | 4.00 | 3,560.00 |
| Class "A" Concrete in Stairways | 8 | cu.yd. | 90.00 | 720.00 |
| Metal Reinforcement in Stairways | 560 | lb. | .165 | 92.40 |
| Pipe Handrail | 100 | lin.ft. | 3.50 | 350.00 |
| Cement Rubble Masonry | 40 | cu.yd. | 63.50 | 2,540.00 |
| Metal Median Barrier | 2,600 | lin.ft. | 4.75 | 12,350.00 |
| 1-1/4 inch Electrical Conduit | 340 | lin.ft. | 2.00 | 680.00 |
| Coarse Crushed Material in Base | 23,600 | cu.yd. | 3.25 | 76,700.00 |
| 3/4" - 0 Material in Base | 2,650 | cu.yd. | 3.35 | 8,877.50 |

| | | | | | |
|---|---|---|---|---|---|
| Sprinkling | 950 | M-gal. | $2.00 | $ | 1,900.00 |
| Preparation of Base | All | Required (90%) | | | 900.00 |
| 3/4" - 0 Material in Binder Course | 460 | cu.yd. | 4.50 | | 2,070.00 |
| MC-3 Asphalt in Binder Course | 72 | ton | 47.00 | | 3,384.00 |
| Class "B" Asphaltic Concrete | 9,700 | ton | 6.70 | | 64,990.00 |
| RS-1 Asphalt | 11 | ton | 60.00 | | 660.00 |
| Asphaltic Concrete Traffic Markers | 560 | lin.ft. | .75 | | 420.00 |
| Structural Excavation | 120 | cu.yd. | 3.00 | | 360.00 |
| Class "A" Concrete in Retaining Walls | 140 | cu.yd. | 67.00 | | 9,380.00 |
| Metal Reinforcement in Retaining Walls | 11,000 | lb. | .16 | | 1,760.00 |
| Rock Masonry Facing | 94 | cu.yd. | 63.50 | | 5,969.00 |
| | | | | | $463,308.90 |
| Flagging (57½% of Contractor's Cost) | All | Required | | | 2,000.00 |
| | | | | | $465,308.90 |

Roadside Improvement (Sta. 103+00 to Sta. 114+00)(Contract 5839)

| | | | | | |
|---|---|---|---|---|---|
| Blade Grader | 10 | hour | $12.50 | $ | 125.00 |
| Tractor and Dozer | 30 | hour | 12.50 | | 375.00 |
| 1/2-inch Galvanized Steel Pipe | 820 | lin.ft. | 0.37 | | 303.40 |
| 3/4-inch Galvanized Steel Pipe | 990 | lin.ft. | 0.45 | | 445.50 |
| 1-inch Galvanized Steel Pipe | 640 | lin.ft. | 0.60 | | 384.00 |
| 1-1/4-inch Galvanized Steel Pipe | 410 | lin.ft. | 0.75 | | 307.50 |
| 1-1/2-inch Galvanized Steel Pipe | 630 | lin.ft. | 0.95 | | 598.50 |
| 2-inch Galvanized Steel Pipe | 630 | lin.ft. | 1.25 | | 787.50 |
| 2-1/2-inch Galvanized Steel Pipe | 890 | lin.ft. | 2.00 | | 1,780.00 |
| 1-1/2-inch Section Control Valves | 2 | only | 15.00 | | 30.00 |
| 2-inch Section Control Valves | 7 | only | 20.00 | | 140.00 |
| 2-inch Gate Valves | 1 | only | 15.00 | | 15.00 |
| 2-1/2-inch Gate Valves | 1 | only | 25.00 | | 25.00 |
| 3/4-inch Quick-coupling Hose Valves | 12 | only | 7.50 | | 90.00 |
| 1/2-inch Drain Valves | 12 | only | 8.00 | | 96.00 |
| Pop-up Rotary Sprinkler Heads | 12 | only | 11.00 | | 132.00 |
| Shrubbery Sprinkler Heads | 170 | only | 1.50 | | 255.00 |
| Furnishing and Planting Trees | 70 | only | 9.00 | | 630.00 |
| Furnishing and Planting Shrubs | 2,000 | only | 2.32 | | 4,640.00 |
| Furnishing and Planting Vines, Bearberry | 1,170 | only | 0.30 | | 351.00 |
| Furnishing and Planting Vines, English Ivy | 4,310 | only | 0.16 | | 689.60 |
| Furnishing and Planting Vines, Sherwood Cascade Bearberry | 620 | only | 0.40 | | 248.00 |
| Roadside Seeding | 0.80 | acre | 125.00 | | 100.00 |
| Grass Seed, Creeping Red Fescue | 12 | lb. | 0.50 | | 6.00 |
| Grass Seed, Chewing Fescue | 12 | lb. | 0.50 | | 6.00 |
| Grass Seed, Highland Bentgrass | 8 | lb. | 0.40 | | 3.20 |

| | | | |
|---|---|---|---|
| Organic Fertilizer, 5-3-2 | 26 cwt. | $ 5.00 | $ 130.00 |
| Inorganic Fertilizer, 10-16-8 | 4 cwt. | 5.00 | 20.00 |
| Sawdust | 120 unit | 12.50 | 1,500.00 |
| | | | $ 14,213.20 |

| | | |
|---|---|---|
| Connection to Water Main | All Required | $ 100.00 |
| Flagging (57½% of Contractor's Cost) | All Required | 100.00 |
| | | $ 14,413.20 |
| | Subtotal | $479,722.10 |
| | 10% Engr. & Cont. | 47,971.90 |
| | Total | $527,694.00 |

Type Code X741
Highlands Interchange Undercrossing (Sta. 109+63)(Contract No. 5027)

| | | | |
|---|---|---|---|
| Structural Excavation | 465 cu.yd. | $15.00 | $ 6,975.00 |
| Furnish Steel Piling | 600 lin.ft. | 5.50 | 3,300.00 |
| Drive Steel Piles | 20 only | 40.00 | 800.00 |
| Class "A" Concrete | 452 cu.yd. | 61.00 | 27,572.00 |
| Metal Reinforcement | 85,000 lb. | .13 | 11,050.00 |
| Structural Steel | All Required | | 23,635.00 |
| Metal Rail | 417 lin.ft. | 11.00 | 4,587.00 |
| Concrete Slab Riprap | 245 sq.yd. | 7.00 | 1,715.00 |
| 8-inch Metal Drain Pipe | 90 lin.ft. | 4.00 | 360.00 |
| | Subtotal | | $ 79,994.00 |
| | 10% Engr. & Cont. | | 7,999.40 |
| | Total | | $ 87,993.40 |

Length of Roadway - - - - - - 0.603 Mile
Length of 1 Structure - - - - 0.000 Mile
Total Length- - - - - - - - - 0.603 Mile
Cost of Roadway Per Mile- - - $875,114.42

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 10,000.00 | $ 6,000.00 | $ 4,000.00 |
| Roadway | 527,694.00 | 326,300.00 | 201,394.00 |
| Structure | 87,993.40 | 54,100.00 | 33,893.40 |
| | $625,687.40 | $386,400.00 | $239,287.40 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. U-318(3)

## HIGHLANDS INTERCHANGE SECTION OF THE SUNSET HIGHWAY

## IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, June 29, 1959

Type Code P. E.

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 10,000.00 |

Type Code 6201
Roadway (Sta. 94+00 to Sta. 126+00)(Contract No. 5025)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All Required (90%) | | | $ 26,370.00 |
| Drainage Excavation, Unclassified | 2,510 | cu. yds. | $ 3.00 | 7,530.00 |
| General Excavation, Unclassified | 206,000 | cu. yds. | .68 | 140,080.00 |
| Disposing of Excess Material | 87,000 | cu. yds. | .33 | 28,710.00 |
| Excavating and Placing Topsoil | 320 | cu. yds. | 1.60 | 512.00 |
| Rounding Cutbanks | 4,680 | lin. ft. | .15 | 702.00 |
| Finishing Roadbed and Slopes | All Required (90%) | | | 1,080.00 |
| 12-inch Concrete Pipe | 160 | lin. ft. | 2.20 | 352.00 |
| 18-inch Concrete Pipe | 200 | lin. ft. | 4.00 | 800.00 |
| 24-inch Concrete Pipe | 40 | lin. ft. | 5.85 | 234.00 |
| 8-inch Sewer Pipe | 1,460 | lin. ft. | 1.25 | 1,825.00 |
| 10-inch Sewer Pipe | 140 | lin. ft. | 1.60 | 224.00 |
| 12-inch Sewer Pipe | 310 | lin. ft. | 2.00 | 620.00 |
| 15-inch Sewer Pipe | 1,460 | lin. ft. | 2.80 | 4,088.00 |
| 21-inch Sewer Pipe | 2,000 | lin. ft. | 4.05 | 8,100.00 |
| 36-inch Sewer Pipe | 420 | lin. ft. | 12.25 | 5,145.00 |
| Extra for Pipe Under Pavement | 530 | lin. ft. | 4.00 | 2,120.00 |
| 8-inch Perforated Metal Drain Pipe | 1,560 | lin. ft. | 1.90 | 2,964.00 |
| Special Backfill in Drains | 220 | cu. yds. | 5.00 | 1,100.00 |
| Special Concrete Catch Basins | 40 | only | 86.00 | 3,440.00 |
| Concrete Manholes | 18 | only | 280.00 | 5,040.00 |
| Adjustment of Manholes | 10 | only | 55.00 | 550.00 |
| Adjustment of Monument Boxes | 6 | only | 10.00 | 60.00 |
| Concrete Curbs | 480 | cu. yds. | 50.00 | 24,000.00 |
| Concrete in Walks and Surfacing | 890 | sq. yds. | 4.00 | 3,560.00 |
| Class "A" Concrete in Stairways | 8 | cu. yds. | 90.00 | 720.00 |
| Metal Reinforcement in Stairways | 560 | lbs. | .165 | 92.40 |
| Pipe Handrail | 100 | lin. ft. | 3.50 | 350.00 |
| Cement Rubble Masonry | 40 | cu. yds. | 63.50 | 2,540.00 |
| Metal Median Barrier | 2,600 | lin. ft. | 4.75 | 12,350.00 |
| 1¼-inch Electrical Conduit | 340 | lin. ft. | 2.00 | 680.00 |
| Coarse Crushed Material in Base | 23,600 | cu. yds. | 3.25 | 76,700.00 |
| 3/4" - 0 Material in Base | 2,650 | cu. yds. | 3.35 | 8,877.50 |

| | | | | |
|---|---|---|---|---|
| RC-3 Asphalt in Binder Course | 72 | tons | $ 47.00 | $ 3,384.00 |
| Class "B" Asphaltic Concrete | 9,700 | tons | 6.70 | 64,990.00 |
| RS-1 Asphalt | 11 | tons | 60.00 | 660.00 |
| Asphaltic Concrete Traffic Markers | 560 | lin. ft. | .75 | 420.00 |
| Structural Excavation | 120 | cu. yds. | 3.00 | 360.00 |
| Class "A" Concrete in Retaining Walls | 140 | cu. yds. | 67.00 | 9,380.00 |
| Metal Reinforcement in Retaining Walls | 11,000 | lbs. | .16 | 1,760.00 |
| Rock Masonry Facing | 94 | cu. yds. | 63.50 | 5,969.00 |
| | | | | $463,308.90 |
| Flagging (57½% of Contractor's Cost) | All | Required | | 2,000.00 |
| | | | | $465,308.90 |

Slope Correction (Sta. 97+00 to Sta. 105+50)(Sta. 112+50 to Sta. 119+50)
(Sta. "C" 16+00 to Sta "C" 19+00)

| | | | | |
|---|---|---|---|---|
| Drainage Excavation, Unclassified | 720 | cu. yds. | $ 3.00 | $ 2,160.00 |
| General Excavation, Unclassified | 18,100 | cu. yds. | 1.00 | 18,100.00 |
| Tractor and Dozer | 66 | hours | 20.00 | 1,320.00 |
| 12-inch Corrugated Metal Pipe | 12 | lin. ft. | 3.75 | 45.00 |
| 18-inch Concrete Pipe | 14 | lin. ft. | 4.00 | 56.00 |
| 15-inch Sewer Pipe | 18 | lin. ft. | 2.80 | 50.40 |
| 21-inch Sewer Pipe | 66 | lin. ft. | 4.05 | 267.30 |
| 8-inch Perforated Metal Drain Pipe | 2,540 | lin. ft. | 1.90 | 4,826.00 |
| Special Backfill in Drains | 630 | cu. yds. | 5.00 | 3,150.00 |
| Reconstruction of Manholes | 2 | only | 165.00 | 330.00 |
| Rock Backfill | 27,500 | cu. yds. | 2.50 | 68,750.00 |
| | | | | $ 99,054.70 |
| Flagging (57½% of Contractors Cost) | All | Required | | 1,500.00 |
| Work by Pacific Power and Light Co. | All | Required | | 600.00 |
| | | | | $101,154.70 |
| | | Subtotal | | $566,463.60 |
| | | 10% Engr. & Cont. | | 56,646.36 |
| | | Total | | $623,109.96 |

Type Code X741
Highlands Interchange Undercrossing (Sta. 109+63)(Contract No. 5027)

| | | | | |
|---|---|---|---|---|
| Structural Excavation | 465 | cu. yds. | $ 15.00 | $ 6,975.00 |
| Furnish Steel Piling | 600 | lin. ft. | 5.50 | 3,300.00 |
| Drive Steel Piles | 20 | only | 40.00 | 800.00 |
| Class "A" Concrete | 452 | cu. yds. | 61.00 | 27,572.00 |
| Metal Reinforcement | 85,000 | lbs. | .13 | 11,050.00 |
| Structural Steel | All | Required | | 23,635.00 |
| Metal Rail | 417 | lin. ft. | 11.00 | 4,587.00 |
| Concrete Slab Riprap | 245 | sq. yds. | 7.00 | 1,715.00 |
| 8-inch Metal Drain Pipe | 90 | lin. ft. | 4.00 | 360.00 |
| | | Subtotal | | $ 79,994.00 |

| | |
|---|---|
| Subtotal | $ 79,994.00 |
| 10% Engr. & Cont. | 7,999.40 |
| Total | $ 87,993.40 |

| | |
|---|---|
| Length of Roadway . . . . . . . . . . . . . . . . | 0.603 mile |
| Length of 1 Structure . . . . . . . . . . . . . . | 0.000 mile |
| Total Length. . . . . . . . . . . . . . . . . . . | 0.603 mile |
| Cost of Roadway per Mile. . . . . . . . . . . . . | $1,032,255.32 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 10,000.00 | $ 6,000.00 | $ 4,000.00 |
| Roadway | 623,109.96 | 385,800.00 | 237,309.96 |
| Structure | 87,993.40 | 54,100.00 | 33,893.40 |
| | $721,103.36 | $445,900.00 | $275,203.36 |

## SUMMARY OF FEDERAL FUNDS FOR ROADWAY

| Description | Total Cost | Federal Funds | (Percentage Used) |
|---|---|---|---|
| Roadway | $511,839.79 | $316,900.00 | 61.93% |
| Slope Correction | 111,270.17 | 68,900.00 | 61.93% |
| | $623,109.96 | $385,800.00 | |

Oregon State Highway Department

Federal Aid
Project No. U-318(3)

## HIGHLANDS INTERCHANGE SECTION OF THE SUNSET HIGHWAY

## IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, March 22, 1960

Type Code P. E.

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All | Required | | $ 10,000.00 |

Type Code 6201
Roadway (Sta. 94+00 to Sta. 126+00) (Contract No. 5025)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required (90%) | | $ 26,370.00 |
| Drainage Excavation, Unclassified | 2,510 | cu. yds. | $ 3.00 | 7,530.00 |
| General Excavation, Unclassified | 206,000 | cu. yds. | .68 | 140,080.00 |
| Disposing of Excess Material | 87,000 | cu. yds. | .33 | 28,710.00 |
| Excavating and Placing Topsoil | 320 | cu. yds. | 1.60 | 512.00 |
| Rounding Cutbanks | 4,680 | lin. ft. | .15 | 702.00 |
| Finishing Roadbed and Slopes | All | Required (90%) | | 1,080.00 |
| 12-inch Concrete Pipe | 160 | lin. ft. | 2.20 | 352.00 |
| 18-inch Concrete Pipe | 200 | lin. ft. | 4.00 | 800.00 |
| 24-inch Concrete Pipe | 40 | lin. ft. | 5.85 | 234.00 |
| 8-inch Sewer Pipe | 1,460 | lin. ft. | 1.25 | 1,825.00 |
| 10-inch Sewer Pipe | 140 | lin. ft. | 1.60 | 224.00 |
| 12-inch Sewer Pipe | 310 | lin. ft. | 2.00 | 620.00 |
| 15-inch Sewer Pipe | 1,460 | lin. ft. | 2.80 | 4,088.00 |
| 21-inch Sewer Pipe | 2,000 | lin. ft. | 4.05 | 8,100.00 |
| 36-inch Sewer Pipe | 420 | lin. ft. | 12.25 | 5,145.00 |
| Extra for Pipe Under Pavement | 530 | lin. ft. | 4.00 | 2,120.00 |
| 8-inch Perforated Metal Drain Pipe | 1,560 | lin. ft. | 1.90 | 2,964.00 |
| Special Backfill in Drains | 220 | cu. yds. | 5.00 | 1,100.00 |
| Special Concrete Catch Basins | 40 | only | 86.00 | 3,440.00 |
| Concrete Manholes | 18 | only | 280.00 | 5,040.00 |
| Adjustment of Manholes | 10 | only | 55.00 | 550.00 |
| Adjustment of Monument Boxes | 6 | only | 10.00 | 60.00 |
| Concrete Curbs | 480 | cu. yds. | 50.00 | 24,000.00 |
| Concrete in Walks and Surfacing | 890 | sq. yds. | 4.00 | 3,560.00 |
| Class "A" Concrete in Stairways | 8 | cu. yds. | 90.00 | 720.00 |
| Metal Reinforcement in Stairways | 560 | lbs. | .165 | 92.40 |
| Pipe Handrail | 100 | lin. ft. | 3.50 | 350.00 |
| Cement Rubble Masonry | 40 | cu. yds. | 63.50 | 2,540.00 |
| Metal Median Barrier | 2,600 | lin. ft. | 4.75 | 12,350.00 |
| 1¼-inch Electrical Conduit | 340 | lin. ft. | 2.00 | 680.00 |
| Coarse Crushed Material in Base | 23,600 | cu. yds. | 3.25 | 76,700.00 |
| 3/4" - 0 Material in Base | 2,650 | cu. yds. | 3.35 | 8,877.50 |
| Sprinkling | 950 | M-gals. | 2.00 | 1,900.00 |
| Preparation of Base | All | Required (90%) | | 900.00 |
| 3/4" - 0 Material in Binder Course | 460 | cu. yds. | 4.50 | 2,070.00 |

| | | | | |
|---|---|---|---|---|
| RC-3 Asphalt in Binder Course | 72 | tons | $ 47.00 | $ 3,384.00 |
| Class "B" Asphaltic Concrete | 9,700 | tons | 6.70 | 64,990.00 |
| RS-1 Asphalt | 11 | tons | 60.00 | 660.00 |
| Asphaltic Concrete Traffic Markers | 560 | lin. ft. | .75 | 420.00 |
| Structural Excavation | 120 | cu. yds. | 3.00 | 360.00 |
| Class "A" Concrete in Retaining Walls | 140 | cu. yds. | 67.00 | 9,380.00 |
| Metal Reinforcement in Retaining Walls | 11,000 | lbs. | .16 | 1,760.00 |
| Rock Masonry Facing | 94 | cu. yds. | 63.50 | 5,969.00 |
| | | | | $463,308.90 |
| Flagging (57½% of Contractor's Cost) | All | Required | | 2,000.00 |
| | | | | $465,308.90 |

Slope Correction (Sta. 97+00 to Sta. 105+00) (Sta. 112+50 to Sta. 119+50)
(Sta. "C" 16+00 to Sta. "C" 19+00)

| | | | | |
|---|---|---|---|---|
| Drainage Excavation, Unclassified | 720 | cu. yds. | $ 3.00 | $ 2,160.00 |
| General Excavation, Unclassified | 18,100 | cu. yds. | 1.00 | 18,100.00 |
| Tractor and Dozer | 66 | hours | 20.00 | 1,320.00 |
| 12-inch Corrugated Metal Pipe | 12 | lin. ft. | 3.75 | 45.00 |
| 18-inch Concrete Pipe | 14 | lin. ft. | 4.00 | 56.00 |
| 15-inch Sewer Pipe | 18 | lin. ft. | 2.80 | 50.40 |
| 21-inch Sewer Pipe | 66 | lin. ft. | 4.05 | 267.30 |
| 8-inch Perforated Metal Drain Pipe | 2,540 | lin. ft. | 1.90 | 4,826.00 |
| Special Backfill in Drains | 630 | cu. yds. | 5.00 | 3,150.00 |
| Reconstruction of Manholes | 2 | only | 165.00 | 330.00 |
| Rock Backfill | 27,500 | cu. yds. | 2.50 | 68,750.00 |
| | | | | $ 99,054.70 |
| Flagging (57½% of Contractor's Cost) | All | Required | | 1,500.00 |
| | | | | $101,154.70 |

Roadside Improvement (Sta. 103+00 to Sta. 114+00)

| | | | | |
|---|---|---|---|---|
| Blade Grader | 10 | hours | $ 15.00 | $ 150.00 |
| Tractor and Dozer | 30 | hours | 13.50 | 405.00 |
| 1/2-inch Galvanized Steel Pipe | 820 | lin. ft. | 0.45 | 369.00 |
| 3/4-inch Galvanized Steel Pipe | 990 | lin. ft. | 0.50 | 495.00 |
| 1-inch Galvanized Steel Pipe | 640 | lin. ft. | 0.60 | 384.00 |
| 1¼-inch Galvanized Steel Pipe | 410 | lin. ft. | 0.75 | 307.50 |
| 1½-inch Galvanized Steel Pipe | 630 | lin. ft. | 0.90 | 567.00 |
| 2-inch Galvanized Steel Pipe | 630 | lin. ft. | 1.10 | 693.00 |
| 2½-inch Galvanized Steel Pipe | 890 | lin. ft. | 1.70 | 1,513.00 |
| 1½-inch Section Control Valves | 2 | only | 25.00 | 50.00 |
| 2-inch Section Control Valves | 7 | only | 30.00 | 210.00 |
| 2-inch Gate Valves | 1 | only | 40.00 | 40.00 |

| | | | |
|---|---|---|---|
| 2½-inch Gate Valves | 1 only | $ 50.00 | $ 50.00 |
| 3/4-inch Quick-coupling Hose Valves | 12 only | 7.50 | 90.00 |
| 1/2-inch Drain Valves | 12 only | 15.00 | 180.00 |
| Pop-up Rotary Sprinkler Heads | 12 only | 15.00 | 180.00 |
| Shrubbery Sprinkler Heads | 170 only | 2.00 | 340.00 |
| Furnishing and Planting Trees | 70 only | 5.50 | 385.00 |
| Furnishing and Planting Shrubs | 2,000 only | 2.00 | 4,000.00 |
| Furnishing and Planting Vines | 6,100 only | 0.30 | 1,830.00 |
| Roadside Seeding | 0.80 acres | 250.00 | 200.00 |
| Grass Seed, Creeping Red Fescue | 12 lbs. | 0.50 | 6.00 |
| Grass Seed, Chewing Fescue | 12 lbs. | 0.85 | 10.20 |
| Grass Seed, Highland Bentgrass | 8 lbs. | 0.85 | 6.80 |
| Organic Fertilizer, 5-3-2 | 26 cwt. | 5.50 | 143.00 |
| Inorganic Fertilizer, 10-16-8 | 4 cwt. | 5.50 | 22.00 |
| Sawdust | 120 units | 12.50 | 1,500.00 |
| | | | $ 14,126.50 |
| Connection to Water Main | All Required | | 100.00 |
| Flagging (57½% of Contractor's Cost) | All Required | | 100.00 |
| | | | $ 14,326.50 |
| | Subtotal | | $580,790.10 |
| | 10% Engr. & Cont. | | 58,078.90 |
| | Total | | $638,869.00 |

Type Code X741
Highlands Interchange Undercrossing (Sta. 109+63) (Contract No. 5027)

| | | | |
|---|---|---|---|
| Structural Excavation | 465 cu. yds. | $ 15.00 | $ 6,975.00 |
| Furnish Steel Piling | 600 lin. ft. | 5.50 | 3,300.00 |
| Drive Steel Piles | 20 only | 40.00 | 800.00 |
| Class "A" Concrete | 452 cu. yds. | 61.00 | 27,572.00 |
| Metal Reinforcement | 85,000 lbs. | .13 | 11,050.00 |
| Structural Steel | All Required | | 23,635.00 |
| Metal Rail | 417 lin. ft. | 11.00 | 4,587.00 |
| Concrete Slab Riprap | 245 sq. yds. | 7.00 | 1,715.00 |
| 8-inch Metal Drain Pipe | 90 lin. ft. | 4.00 | 360.00 |
| | Subtotal | | $ 79,994.00 |
| | 10% Engr. & Cont. | | 7,999.40 |
| | Total | | $ 87,993.40 |

| | |
|---|---|
| Length of Roadway. . . . . . . . . . . . | 0.603 mile |
| Length of 1 Structure. . . . . . . . . . | 0.000 mile |
| Total Length . . . . . . . . . . . . . . | 0.603 mile |
| Cost of Roadway per Mile . . . . . . . . | $1,059,484.29 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 10,000.00 | $ 6,000.00 | $ 4,000.00 |
| Roadway* | 638,869.00 | 395,400.00 | 243,469.00 |
| Structure | 87,993.40 | 54,100.00 | 33,893.40 |
| | $736,862.40 | $455,500.00 | $281,362.40 |

## SUMMARY OF FEDERAL FUNDS FOR ROADWAY

*

| Project Agreement | Total Cost | Federal Funds | (Percentage Used) |
|---|---|---|---|
| Roadway | $511,839.79 | $316,900.00 | 61.93% |
| PS&E. | | | |
| Slope Correction | 111,270.17 | 68,900.00 | 61.93% |
| Roadside Improvement | 15,759.04 | 9,600.00 | 61.00% |
| | $638,869.00 | $395,400.00 | |

Oregon State Highway Department

Federal Aid
Project No. U-318(3)

## HIGHLANDS INTERCHANGE SECTION OF THE SUNSET HIGHWAY

## IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, December 13, 1960

### Type Code P. E.

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 10,000.00 |

### Type Code 6201
### Roadway (Sta. 94+00 to Sta. 126+00)(Contract No. 5025)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required (90%) | | $ 26,370.00 |
| Drainage Excavation, Unclassified | 2,510 | cu.yds. | $ 3.00 | 7,530.00 |
| General Excavation, Unclassified | 206,000 | cu.yds. | .68 | 140,080.00 |
| Disposing of Excess Material | 87,000 | cu.yds. | .33 | 28,710.00 |
| Excavating and Placing Topsoil | 320 | cu.yds. | 1.60 | 512.00 |
| Rounding Cutbanks | 4,680 | lin.ft. | .15 | 702.00 |
| Finishing Roadbed and Slopes | All | Required (90%) | | 1,080.00 |
| 12-inch Concrete Pipe | 160 | lin.ft. | 2.20 | 352.00 |
| 18-inch Concrete Pipe | 200 | lin.ft. | 4.00 | 800.00 |
| 24-inch Concrete Pipe | 40 | lin.ft. | 5.85 | 234.00 |
| 8-inch Sewer Pipe | 1,460 | lin.ft. | 1.25 | 1,825.00 |
| 10-inch Sewer Pipe | 140 | lin.ft. | 1.60 | 224.00 |
| 12-inch Sewer Pipe | 310 | lin.ft. | 2.00 | 620.00 |
| 15-inch Sewer Pipe | 1,460 | lin.ft. | 2.80 | 4,088.00 |
| 21-inch Sewer Pipe | 2,000 | lin.ft. | 4.05 | 8,100.00 |
| 36-inch Sewer Pipe | 420 | lin.ft. | 12.25 | 5,145.00 |
| Extra for Pipe Under Pavement | 530 | lin.ft. | 4.00 | 2,120.00 |
| 8-inch Perforated Metal Drain Pipe | 1,560 | lin.ft. | 1.90 | 2,964.00 |
| Special Backfill in Drains | 220 | cu.yds. | 5.00 | 1,100.00 |
| Special Concrete Catch Basins | 40 | only | 86.00 | 3,440.00 |
| Concrete Manholes | 18 | only | 280.00 | 5,040.00 |
| Adjustment of Manholes | 10 | only | 55.00 | 550.00 |
| Adjustment of Monument Boxes | 6 | only | 10.00 | 60.00 |
| Concrete Curbs | 480 | cu.yds. | 50.00 | 24,000.00 |
| Concrete in Walks and Surfacing | 890 | sq.yds. | 4.00 | 3,560.00 |
| Class "A" Concrete in Stairways | 8 | cu.yds. | 90.00 | 720.00 |
| Metal Reinforcement in Stairways | 560 | lbs. | .165 | 92.40 |
| Pipe Handrail | 100 | lin.ft. | 3.50 | 350.00 |
| Cement Rubble Masonry | 40 | cu.yds. | 63.50 | 2,540.00 |
| Metal Median Barrier | 2,600 | lin.ft. | 4.75 | 12,350.00 |
| 1-1/4-inch Electrical Conduit | 340 | lin.ft. | 2.00 | 680.00 |

| | | | | |
|---|---|---|---|---|
| Coarse Crushed Material in Base | 23,600 | cu.yds. | $ 3.25 | $ 76,700.00 |
| 3/4" - 0 Material in Base | 2,650 | cu.yds. | 3.35 | 8,877.50 |
| Sprinkling | 950 | M-gals. | 2.00 | 1,900.00 |
| Preparation of Base | All | Required (90%) | | 900.00 |
| 3/4" - 0 Material in Binder Course | 460 | cu.yds. | 4.50 | 2,070.00 |
| RC-3 Asphalt in Binder Course | 72 | tons | 47.00 | 3,384.00 |
| Class "B" Asphaltic Concrete | 9,700 | tons | 6.70 | 64,990.00 |
| RS-1 Asphalt | 11 | tons | 60.00 | 660.00 |
| Asphaltic Concrete Traffic Markers | 560 | lin.ft. | .75 | 420.00 |
| Structural Excavation | 120 | cu.yds. | 3.00 | 360.00 |
| Class "A" Concrete in Retaining Walls | 140 | cu.yds. | 67.00 | 9,380.00 |
| Metal Reinforcement in Retaining Walls | 11,000 | lbs. | .16 | 1,760.00 |
| Rock Masonry Facing | 94 | cu.yds. | 63.50 | 5,969.00 |
| | | | | $463,308.90 |
| Flagging (57½% of Contractor's Cost) | All | Required | | 2,000.00 |
| | | | | $465,308.90 |

**Slope Correction** (Sta. 97+00 to Sta. 105+00)(Sta. 112+50 to Sta. 119+50)
(Sta. "C" 16+00 to Sta. "C" 19+00)

| | | | | |
|---|---|---|---|---|
| Drainage Excavation, Unclassified | 720 | cu.yds. | $ 3.00 | $ 2,160.00 |
| General Excavation, Unclassified | 18,100 | cu.yds. | 1.00 | 18,100.00 |
| Tractor and Dozer | 66 | hrs. | 20.00 | 1,320.00 |
| 12-inch Corrugated Metal Pipe | 12 | lin.ft. | 3.75 | 45.00 |
| 18-inch Concrete Pipe | 14 | lin.ft. | 4.00 | 56.00 |
| 15-inch Sewer Pipe | 18 | lin.ft. | 2.80 | 50.40 |
| 21-inch Sewer Pipe | 66 | lin.ft. | 4.05 | 267.30 |
| 8-inch Perforated Metal Drain Pipe | 2,540 | lin.ft. | 1.90 | 4,826.00 |
| Special Backfill in Drains | 630 | cu.yds. | 5.00 | 3,150.00 |
| Reconstruction of Manholes | 2 | only | 165.00 | 330.00 |
| Rock Backfill | 27,500 | cu.yds. | 2.50 | 68,750.00 |
| | | | | $ 99,054.70 |
| Flagging (57½% of Contractor's Cost) | All | Required | | 1,500.00 |
| | | | | $101,154.70 |

**Roadside Improvement** (Sta. 103+00 to Sta. 114+00)

| | | | | |
|---|---|---|---|---|
| Blade Grader | 10 | hrs. | $ 15.00 | $ 150.00 |
| Tractor and Dozer | 30 | hrs. | 13.50 | 405.00 |
| 1/2-inch Galvanized Steel Pipe | 820 | lin.ft. | 0.45 | 369.00 |
| 3/4-inch Galvanized Steel Pipe | 990 | lin.ft. | 0.50 | 495.00 |
| 1-inch Galvanized Steel Pipe | 640 | lin.ft. | 0.60 | 384.00 |
| 1-1/4 inch Galvanized Steel Pipe | 410 | lin.ft. | 0.75 | 307.50 |
| 1-1/2 inch Galvanized Steel Pipe | 630 | lin.ft. | 0.90 | 567.00 |

| | | | |
|---|---|---|---|
| 2-inch Galvanized Steel Pipe | 630 lin.ft. | $ 1.10 | $ 693.00 |
| 2-1/2 inch Galvanized Steel Pipe | 890 lin.ft. | 1.70 | 1,513.00 |
| 1-1/2 inch Section Control Valves | 2 only | 25.00 | 50.00 |
| 2-inch Section Control Valves | 7 only | 30.00 | 210.00 |
| 2-inch Gate Valves | 1 only | 40.00 | 40.00 |
| 2-1/2 inch Gate Valves | 1 only | 50.00 | 50.00 |
| 3/4" Quick-Coupling Hose Valves | 12 only | 7.50 | 90.00 |
| 1/2-inch Drain Valves | 12 only | 15.00 | 180.00 |
| Pop-up Rotary Sprinkler Heads | 12 only | 15.00 | 180.00 |
| Shrubbery Sprinkler Heads | 170 only | 2.00 | 340.00 |
| Furnishing and Planting Trees | 70 only | 5.50 | 385.00 |
| Furnishing and Planting Shrubs | 2,000 only | 2.00 | 4,000.00 |
| Furnishing and Planting Vines, Bearberry | 1,170 only | 0.30 | 351.00 |
| Furnishing and Planting Vines, English Ivy | 4,310 only | 0.20 | 862.00 |
| Furnishing and Planting Vines, Sherwood Cascade Bearberry | 620 only | 0.30 | 186.00 |
| Roadside Seeding | 0.80 acres | 250.00 | 200.00 |
| Grass Seed, Creeping Red Fescue | 12 lbs. | 0.50 | 6.00 |
| Grass Seed, Chewing Fescue | 12 lbs. | 0.85 | 10.20 |
| Grass Seed, Highland Bentgrass | 8 lbs. | 0.85 | 6.80 |
| Organic Fertilizer, 5-3-2 | 26 cwt. | 5.50 | 143.00 |
| Inorganic Fertilizer, 10-16-8 | 4 cwt. | 5.50 | 22.00 |
| Sawdust | 120 units | 12.50 | 1,500.00 |
| | | | $ 13,695.50 |
| Connection to Water Main | All Required | | 100.00 |
| Flagging (57½% of Contractor's Cost) | All Required | | 100.00 |
| | | | $ 13,895.50 |
| | Subtotal | | 580,359.10 |
| | 10% Engr. & Cont. | | 58,035.90 |
| | Total | | $638,395.00 |

Type Code X741
Highlands Interchange Undercrossing (Sta. 109+63)(Contract No. 5027)

| | | | |
|---|---|---|---|
| Structural Excavation | 465 cu.yds. | $ 15.00 | $ 6,975.00 |
| Furnish Steel Piling | 600 lin.ft. | 5.50 | 3,300.00 |
| Drive Steel Piles | 20 only | 40.00 | 800.00 |
| Class "A" Concrete | 452 cu.yds. | 61.00 | 27,572.00 |
| Metal Reinforcement | 85,000 lbs. | .13 | 11,050.00 |
| Structural Steel | All Required | | 23,635.00 |
| Metal Rail | 417 lin.ft. | 11.00 | 4,587.00 |
| Concrete Slab Riprap | 245 sq.yds. | 7.00 | 1,715.00 |

| | | | |
|---|---|---|---|
| 8-inch Metal Drain Pipe | 90 lin.ft. | $ 4.00 | $ 360.00 |
| | Subtotal | | $ 79,994.00 |
| | 10% Engr. & Cont. | | 7,999.40 |
| | Total | | $ 87,993.40 |

| | |
|---|---|
| Length of Roadway . . . . . . . . . . . | 0.603 Mile |
| Length of 1 Structure . . . . . . . . . | 0.000 Mile |
| Total Length. . . . . . . . . . . . . . | 0.603 Mile |
| Cost of Roadway Per Mile. . . . . . . . | $1,058,698.81 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 10,000.00 | $ 6,000.00 | $ 4,000.00 |
| Roadway* | 638,395.00 | 395,200.00 | 242,995.00 |
| Structure | 87,993.40 | 54,100.00 | 33,893.40 |
| | $736,388.40 | $455,300.00 | $281,188.40 |

## SUMMARY OF FEDERAL FUND FOR ROADWAY

| | Total Cost | Federal Funds | (Percentage Used) |
|---|---|---|---|
| Project Agreement | | | |
| Roadway | $511,839.79 | $316,900.00 | 61.93% |
| PS & E | | | |
| Slope Correction | 111,270.17 | 68,900.00 | 61.93% |
| Roadside Improvement | 15,285.04 | 9,400.00 | 61.50% |
| | $638,395.00 | $395,200.00 | |

Contract 5025

|  |  |  |
|---|---|---|
| Monthly Transaction No.<br>11-12 | Fo -2<br>(5-29-57) U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | te **Oregon** |
| Project Report No.<br>7 | **FEDERAL-AID PROJECT AGREEMENT** | County<br>**Multnomah** |
|  |  | Project No.<br>**U-318(3)** |

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The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

5025

Project termini

**Highlands Interchange Section, approx. 0.3 mile east to 0.3 mile west of Portland city limits (U.S. 26).**

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning |  |  |
| Preliminary engineering | 7/2/57 | (0.6) |
| Rights-of-Way |  |  |
| Construction | 7/2/57 | 0.6 |
| Other *(Specify)* |  |  |

FUNDS

| Estimated total cost of project | Federal funds |
|---|---|
| $ 609,833.19 | $ 377,000.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY COMMISSION**
(Official name of Highway Department)

By Chas H Reynolds
**Chairman, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C H Polk
Division Engineer

Date executed by Division Engineer November 13, 1957

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11169

# PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Highland Interchange Section
Sunset Highway
Multnomah County

NATURE OF WORK:

Grade, base and Structures

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5025 5025 Parker-Schram Co. 8-30-57
5027 5027 S & D Construction Co. 9-6-57

DATE OF COMPLETION: 5027 / 180 Workdays from 9-16-57
5025 - 130 Workdays from 9-9-57

REMARKS:

Oregon State Highway Department

Federal Aid
Project No. U-318(3)

## HIGHLANDS INTERCHANGE SECTION OF THE SUNSET HIGHWAY

## IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon September 25, 1957

### Type Code P. E.

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All | Required | | $ 10,000.00 |

### Type Code 6201
### Roadway (Sta. 94+00 to Sta. 126+00)(Contract No. 5025)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | (90%) | $ 26,370.00 |
| Drainage Excavation, Unclassified | 2,510 | cu. yds. | $ 3.00 | 7,530.00 |
| General Excavation, Unclassified | 206,000 | cu. yds. | .68 | 140,080.00 |
| Disposing of Excess Material | 87,000 | cu. yds. | .33 | 28,710.00 |
| Excavating and Placing Topsoil | 320 | cu. yds. | 1.60 | 512.00 |
| Rounding Cutbanks | 4,680 | lin. ft. | .15 | 702.00 |
| Finishing Roadbed and Slopes | All | Required | (90%) | 1,080.00 |
| 12-inch Concrete Pipe | 160 | lin. ft. | 2.20 | 352.00 |
| 18-inch Concrete Pipe | 200 | lin. ft. | 4.00 | 800.00 |
| 24-inch Concrete Pipe | 40 | lin. ft. | 5.85 | 234.00 |
| 8-inch Sewer Pipe | 1,460 | lin. ft. | 1.25 | 1,825.00 |
| 10-inch Sewer Pipe | 140 | lin. ft. | 1.60 | 224.00 |
| 12-inch Sewer Pipe | 310 | lin. ft. | 2.00 | 620.00 |
| 15-inch Sewer Pipe | 1,460 | lin. ft. | 2.80 | 4,088.00 |
| 21-inch Sewer Pipe | 2,000 | lin. ft. | 4.05 | 8,100.00 |
| 36-inch Sewer Pipe | 420 | lin. ft. | 12.25 | 5,145.00 |
| Extra for Pipe Under Pavement | 530 | lin. ft. | 4.00 | 2,120.00 |
| 8-inch Perforated Metal Drain Pipe | 1,560 | lin. ft. | 1.90 | 2,964.00 |
| Special Backfill in Drains | 220 | cu. yds. | 5.00 | 1,100.00 |
| Special Concrete Catch Basins | 40 | only | 86.00 | 3,440.00 |
| Concrete Manholes | 18 | only | 280.00 | 5,040.00 |
| Adjustment of Manholes | 10 | only | 55.00 | 550.00 |
| Adjustment of Monument Boxes | 6 | only | 10.00 | 60.00 |
| Concrete Curbs | 480 | cu. yds. | 50.00 | 24,000.00 |
| Concrete in Walks and Surfacing | 890 | sq. yds. | 4.00 | 3,560.00 |
| Class "A" Concrete in Stairways | 8 | cu.yds. | 90.00 | 720.00 |
| Metal Reinforcement in Stairways | 560 | lbs. | .165 | 92.40 |
| Pipe Handrail | 100 | lin. ft. | 3.50 | 350.00 |
| Cement Rubble Masonry | 40 | cu. yds. | 63.50 | 2,540.00 |
| Metal Median Barrier | 2,600 | lin. ft. | 4.75 | 12,350.00 |

Oregon State Highway Department

Federal Aid
Project No. U-318(3)

## HIGHLANDS INTERCHANGE SECTION OF THE SUNSET HIGHWAY

## IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon September 25, 1957

**Type Code P. E.**

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All | Required | | $ 10,000.00 |

**Type Code 6201**
**Roadway (Sta. 94+00 to Sta. 126+00)(Contract No. 5025)**

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required (90%) | | $ 26,370.00 |
| Drainage Excavation, Unclassified | 2,510 | cu. yds. | $ 3.00 | 7,530.00 |
| General Excavation, Unclassified | 206,000 | cu. yds. | .68 | 140,080.00 |
| Disposing of Excess Material | 87,000 | cu. yds. | .33 | 28,710.00 |
| Excavating and Placing Topsoil | 320 | cu. yds. | 1.60 | 512.00 |
| Rounding Cutbanks | 4,680 | lin. ft. | .15 | 702.00 |
| Finishing Roadbed and Slopes | All | Required (90%) | | 1,080.00 |
| 12-inch Concrete Pipe | 160 | lin. ft. | 2.20 | 352.00 |
| 18-inch Concrete Pipe | 200 | lin. ft. | 4.00 | 800.00 |
| 24-inch Concrete Pipe | 40 | lin. ft. | 5.85 | 234.00 |
| 8-inch Sewer Pipe | 1,460 | lin. ft. | 1.25 | 1,825.00 |
| 10-inch Sewer Pipe | 140 | lin. ft. | 1.60 | 224.00 |
| 12-inch Sewer Pipe | 310 | lin. ft. | 2.00 | 620.00 |
| 15-inch Sewer Pipe | 1,460 | lin. ft. | 2.80 | 4,088.00 |
| 21-inch Sewer Pipe | 2,000 | lin. ft. | 4.05 | 8,100.00 |
| 36-inch Sewer Pipe | 420 | lin. ft. | 12.25 | 5,145.00 |
| Extra for Pipe Under Pavement | 530 | lin. ft. | 4.00 | 2,120.00 |
| 8-inch Perforated Metal Drain Pipe | 1,560 | lin. ft. | 1.90 | 2,964.00 |
| Special Backfill in Drains | 220 | cu. yds. | 5.00 | 1,100.00 |
| Special Concrete Catch Basins | 40 | only | 86.00 | 3,440.00 |
| Concrete Manholes | 18 | only | 280.00 | 5,040.00 |
| Adjustment of Manholes | 10 | only | 55.00 | 550.00 |
| Adjustment of Monument Boxes | 6 | only | 10.00 | 60.00 |
| Concrete Curbs | 480 | cu. yds. | 50.00 | 24,000.00 |
| Concrete in Walks and Surfacing | 890 | sq. yds. | 4.00 | 3,560.00 |
| Class "A" Concrete in Stairways | 8 | cu.yds. | 90.00 | 720.00 |
| Metal Reinforcement in Stairways | 560 | lbs. | .165 | 92.40 |
| Pipe Handrail | 100 | lin. ft. | 3.50 | 350.00 |
| Cement Rubble Masonry | 40 | cu. yds. | 63.50 | 2,540.00 |
| Metal Median Barrier | 2,600 | lin. ft. | 4.75 | 12,350.00 |

| | | | | |
|---|---|---|---|---|
| 1½-inch Electrical Conduit | 340 | lin. ft. | $ 2.00 | $ 680.00 |
| Coarse Crushed Material in Base | 23,600 | cu. yds. | 3.25 | 76,700.00 |
| 3/4" - 0 Material in Base | 2,650 | cu. yds. | 3.35 | 8,877.50 |
| Sprinkling | 950 | M-gals. | 2.00 | 1,900.00 |
| Preparation of Base | All | Required (90%) | | 900.00 |
| 3/4" - 0 Material in Binder Course | 460 | cu. yds. | 4.50 | 2,070.00 |
| RC-3 Asphalt in Binder Course | 72 | tons | 47.00 | 3,384.00 |
| Class "B" Asphaltic Concrete | 9,700 | tons | 6.70 | 64,990.00 |
| RS-1 Asphalt | 11 | tons | 60.00 | 660.00 |
| Asphaltic Concrete Traffic Markers | 560 | lin. ft. | .75 | 420.00 |
| Structural Excavation | 120 | cu. yds. | 3.00 | 360.00 |
| Class "A" Concrete in Retaining Walls | 140 | cu. yds. | 67.00 | 9,380.00 |
| Metal Reinforcement in Retaining Walls | 11,000 | lbs. | .16 | 1,760.00 |
| Rock Masonry Facing | 94 | cu. yds. | 63.50 | 5,969.00 |
| | | | | $463,308.90 |
| Flagging (57½% of Contractor's Cost) | All | Required | | 2,000.00 |
| Subtotal | | | | $465,308.90 |
| 10% Engr. & Cont. | | | | 46,530.89 |
| Total | | | | $511,839.79 |

Type Code X741

Highlands Interchange Undercrossing(Sta. 109+63)(Contract No. 5027)

| | | | | |
|---|---|---|---|---|
| Structural Excavation | 465 | cu. yds. | $15.00 | $ 6,975.00 |
| Furnish Steel Piling | 600 | lin. ft. | 5.50 | 3,300.00 |
| Drive Steel Piles | 20 | only | 40.00 | 800.00 |
| Class"A" Concrete | 452 | cu. yds. | 61.00 | 27,572.00 |
| Metal Reinforcement | 85,000 | lbs. | .13 | 11,050.00 |
| Structural Steel | All | Required | | 23,635.00 |
| Metal Rail | 417 | lin. ft. | 11.00 | 4,587.00 |
| Concrete Slab Riprap | 245 | sq. yds. | 7.00 | 1,715.00 |
| 8-inch Metal Drain Pipe | 90 | lin. ft. | 4.00 | 360.00 |
| Subtotal | | | | $79,994.00 |
| 10% Engr. & Cont. | | | | 7,999.40 |
| Total | | | | $87,993.40 |

| | |
|---|---|
| Length of Roadway. . . . . . . . . . . . . . . . . . . | 0.603 mile |
| Length of 1 Structure. . . . . . . . . . . . . . . . . . | 0.000 mile |
| Total Length . . . . . . . . . . . . . . . . . . . . | 0.603 mile |
| Cost of Roadway per Mile.. . . . . . . . . . . . . . . . | $848,822.20 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 10,000.00 | $ 6,000.00 | $ 4,000.00 |
| Roadway | 511,839.79 | 316,900.00 | 194,939.79 |
| Structure | 87,993.40 | 54,100.00 | 33,893.40 |
|  | $609,833.19 | $377,000.00 | $232,833.19 |

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

Oregon State Highway Department

Federal Aid
Project No. U-318(3)

## HIGHLANDS INTERCHANGE SECTION OF THE

## SUNSET HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 28, 1957

Type Code P. E.

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All | Required | | $ 10,000.00 |

Type Code 6201
Roadway (Sta. 94+00 to Sta. 126+00)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing (90%) | All | Required | | 18,000.00 |
| Drainage Excavation, Unclassified | 2,510 | cu. yds. | $3.00 | 7,530.00 |
| General Excavation, Unclassified | 206,000 | cu. yds. | 1.25 | 257,500.00 |
| Disposing of Excess Material | 87,000 | cu. yds. | 0.35 | 30,450.00 |
| Excavating and Placing Topsoil | 320 | cu. yds. | 1.50 | 480.00 |
| Rounding Cutbanks | 4,680 | lin. ft. | 0.20 | 936.00 |
| Finishing Roadbed and Slopes (90%) | All | Required | | 900.00 |
| 12-inch Concrete Pipe | 160 | lin. ft. | 2.50 | 400.00 |
| 18-inch Concrete Pipe | 200 | lin. ft. | 4.00 | 800.00 |
| 24-inch Concrete Pipe | 40 | lin. ft. | 5.00 | 200.00 |
| 8-inch Sewer Pipe | 1,460 | lin. ft. | 2.00 | 2,920.00 |
| 10-inch Sewer Pipe | 140 | lin. ft. | 2.25 | 315.00 |
| 12-inch Sewer Pipe | 310 | lin. ft. | 2.50 | 775.00 |
| 15-inch Sewer Pipe | 1,460 | lin. ft. | 3.25 | 4,745.00 |
| 21-inch Sewer Pipe | 2,000 | lin. ft. | 4.50 | 9,000.00 |
| 36-inch Sewer Pipe | 420 | lin. ft. | 9.00 | 3,780.00 |
| Extra for Pipe Under Pavement | 530 | lin. ft. | 5.00 | 2,650.00 |
| 8-inch Perforated Metal Drain Pipe | 1,560 | lin. ft. | 2.25 | 3,510.00 |
| Special Backfill in Drains | 220 | cu. yds. | 6.00 | 1,320.00 |
| Special Concrete Catch Basins | 40 | only | 85.00 | 3,400.00 |
| Concrete Manholes | 18 | only | 350.00 | 6,300.00 |
| Adjustment of Manholes | 10 | only | 125.00 | 1,250.00 |
| Adjustment of Monument Boxes | 6 | only | 35.00 | 210.00 |
| Concrete Curbs | 480 | cu. yds. | 50.00 | 24,000.00 |
| Concrete in Walks and Surfacing | 890 | sq. yds. | 4.50 | 4,005.00 |
| Class "A" Concrete in Stairways | 8 | cu. yds. | 55.00 | 440.00 |
| Metal Reinforcement in Stairways | 560 | lbs. | 0.15 | 84.00 |
| Pipe Handrail | 100 | lin. ft. | 6.00 | 600.00 |
| Cement Rubble Masonry | 40 | cu. yds. | 30.00 | 1,200.00 |
| Metal Median Barrier | 2,600 | lin. ft. | 4.50 | 11,700.00 |
| 1¼-inch Electrical Conduit | 340 | lin. ft. | 1.50 | 510.00 |
| Coarse Crushed Material in Base | 23,600 | cu. yds. | 2.75 | 64,900.00 |
| 3/4" - 0 Material in Base | 2,650 | cu. yds. | 3.00 | 7,950.00 |
| Sprinkling | 950 | M-gals. | 3.00 | 2,850.00 |
| Preparation of Base (90%) | All | Required | | 585.00 |
| 3/4" - 0 Material in Binder Course | 460 | cu. yds. | 4.50 | 2,070.00 |
| RC-3 Asphalt in Binder Course | 72 | tons | 45.00 | 3,240.00 |
| Class "B" Asphaltic Concrete | 9,700 | tons | 6.50 | 63,050.00 |
| RS-1 Asphalt | 11 | tons | 48.00 | 528.00 |

| | | | |
|---|---|---|---|
| Asphaltic Concrete Traffic Markers | 560 lin. ft. | $1.00 | $ 560.00 |
| Structural Excavation | 120 cu. yds. | 6.00 | 720.00 |
| Class "A" Concrete in Retaining Walls | 140 cu. yds. | 70.00 | 9,800.00 |
| Metal Reinforcement in Retaining Walls | 11,000 lbs. | 0.14 | 1,540.00 |
| Rock Masonry Facing | 94 cu. yds. | 30.00 | 2,820.00 |
| | | | $560,523.00 |
| Flagging (57½% of Contractor's Cost) | All Required | | 2,000.00 |
| | Subtotal | | $562,523.00 |
| | 10% Engr. & Cont. | | 56,252.30 |
| | Total | | $618,775.30 |

Length of Roadway - - - - - - - - - - - -0.603 Mile
Length of 1 Structure - - - - - - - - - -0.000 Mile
Total Length- - - - - - - - - - - - - - -0.603 Mile
Cost of Roadway Per Mile- - - - - - - - -$1,026,161.36

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 10,000.00 | $ 6,000.00 | $ 4,000.00 |
| Roadway | 618,775.30 | 383,200.00 | 235,575.30 |
| | $628,775.30 | $389,200.00 | $239,575.30 |

Oregon State Highway Department

Federal Aid
Project No. U-318(3)

## HIGHLANDS INTERCHANGE SECTION OF THE SUNSET HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 1, 1957

### Type Code P.E.

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All | Required | | $10,000.00 |

### Type Code 6201
### Roadway (Sta. 94+00 to Sta. 126+00)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing (90%) | All | Required | | $18,000.00 |
| Drainage Excavation, Unclassified | 2,510 | cu. yds. | $3.00 | 7,530.00 |
| General Excavation, Unclassified | 206,000 | cu. yds. | 1.15 | 236,900.00 |
| Disposing of Excess Material | 87,000 | cu. yds. | 0.35 | 30,450.00 |
| Excavating and Placing Topsoil | 320 | cu. yds. | 1.50 | 480.00 |
| Rounding Cutbanks | 4,680 | lin. ft. | 0.20 | 936.00 |
| Finishing Roadbed and Slopes (90%) | All | Required | | 900.00 |
| 12 Inch Concrete Pipe | 160 | lin. ft. | 2.50 | 400.00 |
| 18 Inch Concrete Pipe | 200 | lin. ft. | 4.00 | 800.00 |
| 24 Inch Concrete Pipe | 40 | lin. ft. | 5.00 | 200.00 |
| 8 Inch Sewer Pipe | 1,460 | lin. ft. | 2.00 | 2,920.00 |
| 10 Inch Sewer Pipe | 140 | lin. ft. | 2.25 | 315.00 |
| 12 Inch Sewer Pipe | 310 | lin. ft. | 2.50 | 775.00 |
| 15 Inch Sewer Pipe | 1,460 | lin. ft. | 3.25 | 4,745.00 |
| 21 Inch Sewer Pipe | 2,000 | lin. ft. | 4.50 | 9,000.00 |
| 36 Inch Sewer Pipe | 420 | lin. ft. | 9.00 | 3,780.00 |
| Extra for Pipe Under Pavement | 530 | lin. ft. | 5.00 | 2,650.00 |
| 8 Inch Perforated Metal Drain Pipe | 1,560 | lin. ft. | 2.25 | 3,510.00 |
| Special Backfill in Drains | 220 | cu. yds. | 6.00 | 1,320.00 |
| Special Concrete Catch Basins | 40 | only | 85.00 | 3,400.00 |
| Concrete Manholes | 18 | only | 350.00 | 6,300.00 |
| Adjustment of Manholes | 10 | only | 125.00 | 1,250.00 |
| Adjustment of Monument Boxes | 6 | only | 35.00 | 210.00 |
| Concrete Curbs | 480 | cu. yds. | 50.00 | 24,000.00 |
| Concrete in Walks and Surfacing | 890 | sq. yds. | 4.50 | 4,005.00 |
| Class "A" Concrete in Stairways | 8 | cu. yds. | 55.00 | 440.00 |
| Metal Reinforcement in Stairways | 560 | lbs. | 0.15 | 84.00 |
| Pipe Handrail | 100 | lin. ft. | 6.00 | 600.00 |
| Cement Rubble Masonry | 40 | cu. yds. | 30.00 | 1,200.00 |
| Metal Median Barrier | 2,600 | lin. ft. | 4.50 | 11,700.00 |
| 1¼ Inch Electrical Conduit | 340 | lin. ft. | 1.50 | 510.00 |
| Coarse Crushed Material in Base | 23,600 | cu. yds. | 2.75 | 64,900.00 |

| | | | | |
|---|---|---|---|---|
| 3/4" - 0 Material in Base | 2,650 | cu. yds. | $3.00 | $ 7,950.00 |
| Sprinkling | 950 | M-gal. | 3.00 | 2,850.00 |
| Preparation of Base (90%) | All | Required | | 585.00 |
| 3/4" - 0 Material in Binder Course | 460 | cu. yds. | 4.50 | 2,070.00 |
| RC-3 Asphalt in Binder Course | 72 | tons | 45.00 | 3,240.00 |
| Class "B" Asphaltic Concrete | 9,700 | tons | 6.50 | 63,050.00 |
| RS-1 Asphalt | 11 | tons | 48.00 | 528.00 |
| Asphaltic Concrete Traffic Markers | 560 | lin. ft. | 1.00 | 560.00 |
| Strustural Excavation | 120 | cu. yds. | 6.00 | 720.00 |
| Class "A" Concrete in Retaining Walls | 140 | cu. yds. | 70.00 | 9,800.00 |
| Metal Reinforcement in Retaining Walls | 11,000 | lbs. | 0.14 | 1,540.00 |
| Rock Masonry Facing | 94 | cu. yds. | 30.00 | 2,820.00 |
| | | | | $539,923.00 |
| Flagging (57½% of Contractor's Cost) | All | Required | | 2,000.00 |
| | Subtotal | | | $541,923.00 |
| | 10% Engr. & Cont. | | | 54,192.30 |
| | Total | | | $596,115.30 |

Length of Roadway 0.603 Mile
Length of 1 Structure 0.000 Mile
Total Length 0.603 Mile
Cost of Roadway per Mile $988,582.58

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 10,000.00 | $ 6,000.00 | $ 4,000.00 |
| Roadway | 596,115.30 | 369,100.00 | 227,015.30 |
| | $606,115.30 | $375,100.00 | $231,015.30 |

Oregon State Highway Department

Federal Aid
Project No. U-318(3)

## HIGHLANDS INTERCHANGE SECTION OF THE

## SUNSET HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 12, 1957

Type Code P. E.

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All Required | | | $ 10,000.00 |

Type Code 6201
Roadway (Sta. 94+00 to Sta. 136+00)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All Required (90%) | | | 18,000.00 |
| Drainage Excavation, Unclassified | 2,510 | cu. yds. | $ 3.00 | 7,530.00 |
| General Excavation, Unclassified | 206,000 | cu. yds. | 1.15 | 236,900.00 |
| Disposing of Excess Material | 87,000 | cu. yds. | 0.35 | 30,450.00 |
| Excavating and Placing Topsoil | 320 | cu. yds. | 1.50 | 480.00 |
| Rounding Cutbanks | 4,680 | lin. ft. | 0.20 | 936.00 |
| Finishing Roadbed and Slopes | All Required (90%) | | | 900.00 |
| 12-inch Concrete Pipe | 160 | lin. ft. | 2.50 | 400.00 |
| 18-inch Concrete Pipe | 200 | lin. ft. | 4.00 | 800.00 |
| 24-inch Concrete Pipe | 40 | lin. ft. | 5.00 | 200.00 |
| 8-inch Sewer Pipe | 1,460 | lin. ft. | 2.00 | 2,920.00 |
| 10-inch Sewer Pipe | 140 | lin. ft. | 2.25 | 315.00 |
| 12-inch Sewer Pipe | 310 | lin. ft. | 2.50 | 775.00 |
| 15-inch Sewer Pipe | 1,460 | lin. ft. | 3.25 | 4,745.00 |
| 21-inch Sewer Pipe | 2,000 | lin. ft. | 4.50 | 9,000.00 |
| 36-inch Sewer Pipe | 420 | lin. ft. | 9.00 | 3,780.00 |
| Extra for Pipe Under Pavement | 530 | lin. ft. | 5.00 | 2,650.00 |
| 6-inch Perforated Metal Drain Pipe | 1,560 | lin. ft. | 2.25 | 3,510.00 |
| Special Backfill in Drains | 220 | cu. yds. | 6.00 | 1,320.00 |
| Special Concrete Catch Basins | 40 | only | 85.00 | 3,400.00 |
| Concrete Manholes | 18 | only | 350.00 | 6,300.00 |
| Adjustment of Manholes | 10 | only | 125.00 | 1,250.00 |
| Adjustment of Monument Boxes | 6 | only | 35.00 | 210.00 |
| Concrete Curbs | 480 | cu. yds. | 50.00 | 24,000.00 |
| Concrete in Walks and Surfacing | 890 | sq. yds. | 4.50 | 4,005.00 |
| Class "A" Concrete in Stairways | 8 | cu. yds. | 55.00 | 440.00 |
| Metal Reinforcement in Stairways | 560 | lbs. | 0.15 | 84.00 |
| Pipe Handrail | 100 | lin. ft. | 6.00 | 600.00 |
| Cement Rubble Masonry | 40 | cu. yds. | 30.00 | 1,200.00 |
| Metal Median Barrier | 2,600 | lin. ft. | 4.50 | 11,700.00 |
| 1½-inch Electrical Conduit | 340 | lin. ft. | 1.50 | 510.00 |
| Coarse Crushed Material in Base | 23,600 | cu. yds. | 2.75 | 64,900.00 |
| 3/4" - 0 Material in Base | 2,650 | cu. yds. | 3.00 | 7,950.00 |

| | | | | |
|---|---|---|---|---|
| Sprinkling | | 950 M-gals. | $ 3.00 | $ 2,850.00 |
| Preparation of Base | (90%) | All Required | | 585.00 |
| 3/4" - 0 Material in Binder Course | | 460 cu. yds. | 4.50 | 2,070.00 |
| RC-3 Asphalt in Binder Course | | 72 tons | 45.00 | 3,240.00 |
| Class "B" Asphaltic Concrete | | 9,700 tons | 6.50 | 63,050.00 |
| RS-1 Asphalt | | 11 tons | 48.00 | 528.00 |
| Asphaltic Concrete Traffic Markers | | 560 lin. ft. | 1.00 | 560.00 |
| Structural Excavation | | 120 cu. yds. | 6.00 | 720.00 |
| Class "A" Concrete in Retaining Walls | | 140 cu. yds. | 70.00 | 9,800.00 |
| Metal Reinforcement in Retaining Walls | | 11,000 lbs. | 0.14 | 1,540.00 |
| Rock Masonry Facing | | 94 cu. yds. | 30.00 | 2,820.00 |
| | | | | $539,923.00 |
| Flagging (57½% of Contractor's Cost) | | All Required | | 2,000.00 |
| | | Subtotal | | $541,923.00 |
| | | 10% Engr. & Cont. | | 54,192.30 |
| | | Total | | $596,115.30 |

Type Code X741
Highlands Interchange Undercrossing (Sta. 109+63)

| | | | |
|---|---|---|---|
| Structural Excavation | 465 cu. yds. | $ 6.00 | $ 2,790.00 |
| Furnish Steel Piling | 600 lin. ft. | 5.00 | 3,000.00 |
| Drive Steel Piles | 20 only | 80.00 | 1,600.00 |
| Class "A" Concrete | 452 cu. yds. | 70.00 | 31,640.00 |
| Metal Reinforcement | 85,000 lbs. | 0.13 | 11,050.00 |
| Structural Steel | All Required | | 40,950.00 |
| Metal Rail | 417 lin. ft. | 12.00 | 5,004.00 |
| Concrete Slab Riprap | 245 sq. yds. | 10.00 | 2,450.00 |
| 8-inch Metal Drain Pipe | 90 lin. ft. | 4.00 | 360.00 |
| | Subtotal | | $ 98,844.00 |
| | 10% Engr. & Cont. | | 9,884.40 |
| | Total | | $108,728.40 |

Length of Roadway - - - - - - - - - 0.603 Mile
Length of 1 Structure - - - - - - 0.000 Mile
Total Length- - - - - - - - - - - - - 0.603 Mile
Cost of Roadway per Mile- - - - - $988,582.58

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | |
|---|---|---|---|---|
| Preliminary Engineering | $ 10,000.00 | $ 6,000.00 | $ 4,000.00 | |
| Roadway | 596,115.30 | 369,100.00 | 227,015.30 | |
| Structure | 108,728.40 | 67,300.00 | 41,428.40 | 28 |
| | $714,843.70 | $442,400.00 | $272,443.70 | 43 |

RECEIVED
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FOR FILING

[illegible]

5027

STATE OF OREGON )
) ss
COUNTY OF MARION )

I, C. W. Head, Assistant Secretary of the Oregon State Highway Commission, do hereby certify that the attached excerpt from the minutes of the meeting of the Oregon State Highway Commission of April 3, 1962, to be entered in Volume 47 of the minute book, which minutes have not yet been approved by the Highway Commission, pertaining to the settlement in the case of the City of Portland vs. the State of Oregon for alleged damages sustained by the City caused by earth movement at the Portland Zoo on the Sunset Highway, has been compared by me with the original, and that the same is a true and correct copy of said portion of the minutes and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the Oregon State Highway Commission this 20th day of April, 1962.

Assistant Secretary
OREGON STATE HIGHWAY COMM.

NOTED
FLOYD QUER

33389
Salem, Oregon
April 3, 1962

***************

The Oregon State Highway Commission met in special session at 10:00 a.m. in the Conference Room of the State Highway Building. Present were:

M. K. McIver, Former Chairman
Kenneth N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
David B. Simpson, Commissioner
Forrest Cooper, State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
R. L. Porter, Assistant State Highway Engineer
Tom Edwards, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
George E. Rohde, Assistant Chief Counsel
Walter Wright, Right of Way Engineer
C. H. Maison, Auditor
Carl W. Jordan, Director of Travel Information
Floyd Query, Secretary

Mr. McIver acted as temporary Chairman for the purpose of electing a new Chairman for the State Highway Commission. Commissioner Fridley moved that Commissioner Jackson be elected as Chairman. The motion was seconded by Commissioner Simpson and the Secretary was instructed to record a unanimous ballot for Mr. Jackson as Chairman of the State Highway Commission.

*****************

33391

A proposed settlement in the case of the City of Portland vs. the State of Oregon for alleged damages sustained by the City caused by earth movement at the Portland Zoo on the Sunset Highway was presented by the Chief Counsel. He recalled that the City had sued the State for $225,000, but has now agreed to settle the suit for the sum of $62,500 and will give a complete release from all future claims for damage because of the slide condition in the zoo area. He pointed out that in fact the City and the State Highway Department had operated as a joint venture in highway construction and construction of roads for the City in this area, and even though the work had been performed with the prior consent of the City, there was the possibility that such construction had contributed to earth movement in that vicinity. Commissioner Simpson inquired if the settlement provided that the State be released from liability for all past, present, and future slide conditions. The Chief Counsel said that it would, unless the State performed additional work in the area. Upon his favorable recommendation, the Commission approved the settlement.

*****************

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FORM E-30X—30M—11-61—40831

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**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1962

SUBJECT: Rental of Drilling Equipment
to City of Portland
January, 1959

To:

Mr. C. H. Maison
Auditor

On January 21, 1959, we forwarded to you Request for Outside Billing MD 6533 covering charges of $935.84 against the City of Portland for use of our drilling equipment and personnel for exploratory work at the Portland Zoological Gardens. On January 29, 1959, you forwarded to the City of Portland your Invoice No. 59137. The City refused to pay this bill claiming we were responsible for the severe slides in this area during the winter 1958-59 and subsequently sued us for damages in amount of $225,000.

This suit was recently settled and we are to pay the City of Portland $62,500. Chief Counsel Leonard I. Lindas advises that our bill was taken into consideration in this settlement and should, therefore, be dropped.

This letter will constitute authority to cancel MD 6533 and your Invoice No. 59137.

ORIGINAL SIGNED BY J. A. PHILLIPS

John A. Phillips
Assistant Maintenance Engineer

JAP:jre

cc: Tom Edwards ✓
F. D. Morgan
Lloyd P. Shaw

NOTED
TOM EDWARDS

Approved
ASST. STATE HWY. ENGR.

RECEIVED
APR 24 1962
FOR FILING

5027

STATE OF OREGON )
) ss
COUNTY OF MARION )

I, C. W. Head, Assistant Secretary of the Oregon State Highway Commission, do hereby certify that the attached excerpt from the minutes of the meeting of the Oregon State Highway Commission of April 3, 1962, to be entered in Volume 47 of the minute book, which minutes have not yet been approved by the Highway Commission, pertaining to the settlement in the case of the City of Portland vs. the State of Oregon for alleged damages sustained by the City caused by earth movement at the Portland Zoo on the Sunset Highway, has been compared by me with the original, and that the same is a true and correct copy of said portion of the minutes and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the Oregon State Highway Commission this 20th day of April, 1962.

Assistant Secretary
OREGON STATE HIGHWAY COMM.

NOTED
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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 16, 1961

Mr. Floyd A. Query
Secretary
State Highway Commission
Room 133, Highway Building
Salem, Oregon

Re: A. M. Cronin, III, et ux.
vs.
General Insurance Company
Our file L-3450

Dear Mr. Query:

Under a Federal Court subpoena of "examination and copy" it has become necessary to make copies of numerous documents in our files having to do with the above lawsuit of Cronin v. General Insurance Company, and, incidentally, Cronins' lawsuit against the State. Will you, therefore, cause to be made three copies of each item in the following files on which there has been affixed a paper clip. The files referred to are as follows:

U-318(2) 1957--Highlands Undercrossing on the Highlands Interchange Sec. of the Sunset Hwy. No. 5027. #1 returned to Peterson

U-318(3) 1958--Highlands Undercrossing on the Highlands Interchange Sec. of the Sunset Hwy. No. 5027.

Hard backed copy file of miscellaneous items, said file being that loaned to the writer by the Construction Department.

Very truly yours,

L. I. LINDAS
Chief Counsel

By Charlie
CHARLES PETERSON
Chief, Trial Section

CP:ap
Enc. 3 files

all done.
Feds

UNIVERSITY OF WASHINGTON
SEATTLE 5, WASHINGTON

March 20, 1961

Mr. Frank Towle
Oregon State Highway Department
Salem, Oregon

Dear Frank:

Thank you for sending me Mr. Deacon's report on the geology at the Cronin and Zoo slide areas. It seems to me a good job in every respect.

I agree that an effort should be made to determine whether there has been any evidence of sliding on the property on the low hill between the Cronin place and the highway. I think I pointed out to Charlie how embarrassing it would be if, after the Highway Department made an issue of the absence of sliding north of the Rosenfeld-Prebble property, the owner of the place on the hill were to testify that his whole hill is on the move.

I definitely need to see the two maps and the cross-sections referred to in the Deacon report. And I agree with your suggestion that I should discuss the Trimble report with Herb Schlichter. I will come Thursday of this week if I hear from you that Schlichter will be in his office, and that the Deacon maps are available there or elsewhere. It would not be worth while to come unless I can cover both of these matters. I am tied up here on Friday, but could make the trip on some later date.

In the course of an earlier discussion I pointed out that I will be in southern California the week of April 23.

Sincerely yours,

Hoover

J. Hoover Mackin

JHM:bes

A copy goes to your home

Explanation [illegible] Dam[illegible] [illegible] Report on the
12-21-60

[illegible] Slide Problem

[illegible] : [illegible]

[illegible]:

[illegible] reporting [illegible] thick is [illegible] extensive plastic deformation (pg 5). The lower boundary of this [illegible] by [illegible] horizontal [illegible] in section I (plate 2), [illegible] of 1.6[illegible] in sec II & a line at 4[illegible] in section III. In [illegible] II the [illegible] given [illegible] 1 & 3; in section [illegible] points [illegible] (pg 8).

```
*
*
80
85
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84
94
79
76
83
89
98
97
95
84
1135*
```

13

89.79 [illegible]

[illegible]

[illegible]

*

4.47
3.90
2.73
3.60
2.89
3.85
5.03
4.26
2.83
2.48
2.82
2.98
3.32

[illegible]

34 [illegible] 45.16 *

Av

[illegible] of parameters

[illegible] for each portion [illegible] unit weights [illegible] [illegible] [illegible] was used in the computation. [illegible] density value [illegible] is [illegible] a water content of 15.3% [illegible] used. [illegible]

★

The magnitude of hydrostatic pressure on [illegible] is over 100% in error. It should be [illegible]. The water force in [illegible] is approximately correct; water force [illegible]. This changes F.S. to 1.25.

I check this nHJ

The [illegible] 2 forces: weight of [illegible] and hydrostatic force on failure plane. The weight [illegible] components [illegible] parallel to the failure plane. The [illegible] to the plane [illegible] vertical and horizontal components. The horizontal component is [illegible] driving force.

The [illegible] component of hydrostatic pressure on failure plane [illegible]

[illegible] [illegible] [illegible] [illegible]. The horizontal [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] of the forces [illegible] [illegible] [illegible] horizontal components [illegible] to [illegible]. [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] the horizontal components. [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]. The safety factor for [illegible] [illegible] is thus the ratio of the forces resisting failure to the horizontal components of the forces tending to cause [illegible], the ratio of the horizontal components of failure forces in the undrained case to those in the drained case.

$$F.S. = \frac{\Sigma H_{undrained}}{\Sigma H_{drained}} = 1.08$$

[illegible] [illegible] [illegible] [illegible] [illegible] in the [illegible] section and the [illegible] [illegible] [illegible] is [illegible] by the [illegible] of the vertical components of the [illegible] [illegible] [illegible] on the [illegible] [illegible] [illegible] [illegible].

The reason [illegible] [illegible] appear in [illegible] drained conditions [illegible] [illegible] is that the [illegible] [illegible] [illegible] (...). [illegible] the only effect of drainage is to remove the water pressure. This is regarded as [illegible] the horizontal component of the driving force [illegible] [illegible] and removing the [illegible] [illegible] of water pressure. The [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible],

[illegible] [illegible] [illegible] [illegible] of water pressure is [illegible] [illegible] by the [illegible] in the [illegible] component of the [illegible] [illegible] [illegible] [illegible] [illegible] plane,

[illegible] [illegible] [illegible] must be [illegible] in [illegible] [illegible] [illegible] [illegible] [illegible] the causes of [illegible] and [illegible] factor of safety; remain obscured until complete [illegible] diagrams are drawn.

11 3 60

the Chief Counsel. He commented briefly on some of the cases which have been tried in Curry County, pointing out that the verdicts rendered were usually very close to what the defendants had asked. Concerning the Hewitt case in Curry County, he stated that a motion has been made for a new trial because of what is considered as a reversible error made in the original trial. The Commission authorized appeal of this case in the event the court does not grant a new trial. He also called attention to an award of $5,650 in attorney fees on a court verdict of $34,500 in the Oleta A. Walker case, File L-3471. In the case in which the City of Portland is suing the State for alleged damages caused by highway construction on the Sunset Highway at the city zoo, he said that an answer has been filed stating that the work which was performed by the Highway Department had been done at the request of the City and that the plans for the work had been approved by the City. He also called attention to 37 long-pending suits in which the plaintiffs were seeking remuneration from the State for damages suffered during the Vanport flood. A verdict has been rendered by the court in favor of the State and no damages have been allowed. The Commission accepted the report which is summarized as follows:

## REPORT OF CONDEMNATION CASES TRIED

October 1, 1960 to November 3, 1960

| Case | County | Highway | Section | State's Offer | Defendant's Demand | Verdict |
|---|---|---|---|---|---|---|
| L-3503 Robert DeGross et al | Curry | Oregon Coast | Gold Beach-Cape Sebastian | $ 590 | $ | $ 590 |
| L-3502 Glen Dexter, et ux | Curry | Oregon Coast | Buena Vista Wayside-Cape Sebastian | $ 2,100 | $ 4,500 | $ 3,000 |
| L-3474 Ben Gardner, et ux | Curry | Oregon Coast | Gold Beach-Cape Sebastian | $ 2,750 | $ 7,000 | $ 5,900 |
| L-3469 John Hewitt, Jr. et al | Curry | Oregon Coast | Hunter Creek-Myers Creek | $ 2,030 | $14,200 | $ 9,000 |
| L-3497 Asa R. Renner, et ux | Curry | Oregon Coast | Buena Vista Wayside-Cape Sebastian | $ 510 | $ 2,250 | $ 1,450 |

**November 3, 1960**

The Chief Counsel reported that the City of Portland had recently filed an action against the State Highway Commission asking damages in the amount of $225,000 because of construction on the Sunset Highway adjacent to the Portland City Zoo. It is their contention that in widening the highway on the southerly boundary of the Zoo property, lateral support had been removed, causing slippage of the Zoo property during the winter months of 1958 and 1959. He pointed out that the construction work on the highway had been done at the request of and with the approval of the City. It appears that trial of the case may come up late in 1960, and all measures will be taken to protect the interest of the State. The Commission accepted the report.

Consideration was given to a claim submitted by Robert A. Sadilek for damages to his well because of construction on the Harbor Drive-Barbur Boulevard Section of the Pacific Highway in Multnomah County. The Chief Counsel stated that the facts of the case indicate that nothing was included in the purchase of property from Mr. Sadilek for the possibility of damage to the well. An investigation by the Engineering Division was not conclusive as to whether highway construction activities caused the loss of water, but it did verify that for years prior to construction the well produced water for irrigation, and that afterwards there was a short supply. After negotiations, he continued, Mr. Sadilek agreed to accept a compromise figure of $500 and to give a complete release for all damage. He recommended that the settlement be approved. The Commission accepted his recommendation.

The Commission considered a "Petition for Annexation" to the City of Hillsboro of a section of the Tualatin Valley Highway contiguous to the present City boundary. The Chief Counsel stated that there is nothing in the Petition which would be detrimental to the State, and the Engineer has offered no objection. Upon his favorable recommendation, the Commission approved the Petition.

The Commission also considered a petition for the vacation of portions of McCullum and Mullen Streets and Empire Avenue in Bunker Hill Addition to the City of Coos Bay (Marshfield). This matter has been investigated and the Chief Counsel stated that the proposed vacation of streets will not be detrimental to the State Highway property which is affected, and he recommended that the Commission consent to the petition. The Commission gave its consent.

Attention was given to a proposed form of lease to Humble Oil and Refining Company covering certain lands in Lake County for the purpose of drilling for and extracting oil and gas. The Chief Counsel explained that the Oil Company has leased approximately 300,000 acres in Lake County, and has executed the same kind of agreement with the State Land Board. He pointed out that under the terms of the agreement, the State receives a specified annual rental, plus land-owner royalties of one-eighth the market value of oil and gas products. He also presented

Report of Condemnation Cases Settled (Cont.)

| Case | County | Highway | Section | State's Offer | Amount of Settlement |
|---|---|---|---|---|---|
| R-28048 Rees, et al | Baker | Old Oregon Trail | Baker-Pleasant Valley | $ 2,300 | $ 2,300 |
| R-28692 Forman, et ux | Clackamas | Cascade | Lake Road-Oregon City | 12,800 | 13,750 |
| R-29424 Rapheal, et ux | Multnomah | Pacific | East Bank Freeway | 1,170 | 1,170 |
| R-27658 Darr, et al | Washington | Hillsboro-Silverton | Hillsboro-Campbell Bridge | 2,200 | 2,600 |

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The report was accepted by the Commission. (For additional details, see the Chief Counsel's letters dated March 4 and March 9, 1960, entitled "Report of Cases Settled" in the General Files in Salem.)

Receipt of a letter from the City Attorney of Portland dated March 8, 1960, was reported by the Chief Counsel, in which the City of Portland has served notice that it intends to seek payment from the State Highway Department for damages caused by slides occurring at the site of the new Portland Zoo, adjacent to a recently widened section of the Sunset Highway. Attached to the letter was an itemized statement in the amount of $190,205.21, plus an anticipated sum in the amount of $5,500. He reported that the case has been turned over to Mr. Charles Peterson, Chief, Trial Section. It was the feeling of the Chief Counsel that the State is not liable for the damages The Engineer recalled that prior to the construction in the zoo area, city officials had approved the plans and that a considerable amount of the work had been done at their request. The Commission instructed the Chief Counsel to take such steps as are necessary to defend the interests of the State.

Settlement of a condemnation action against Robert A. Bitar, L-3049, R-26384, involving property located on the Alberta Street Section of the Cascade Highway in Multnomah County, was presented by the Chief Counsel. This case, he recalled, was one in which the Court had felt that an adequate verdict had not been rendered, and that Mr. Bitar should be paid $2,500 more than the verdict or else a new trial would be granted. Mr. Bitar wishes to acquire adjoining State-owned property. The Chief Counsel recommended, and Mr. Bitar agreed, that excess property consisting of 1.22 acres, File L-3051, R-26387, on the Cascade Highway at N. E. Killingsworth Avenue in Multnomah County be sold to Mr. Bitar for the appraised

At the intersection of N. E. Alder and N. E. Cherry Streets it was found that the installation of a flashing beacon is warranted, and he recommended that a flashing beacon be installed at an estimated cost of $750 provided the City will maintain the signal and furnish the power for its operation. The Commission approved the installation to be covered by an appropriate agreement if the City agrees to the installation.

An increase in the authorization for Contract No. 5025 for grading and paving of the Highlands Interchange Section of the Sunset Highway, west of Portland, in Multnomah County, was requested by the Engineer. He explained that it appears that the project authorization will be exceeded by $68,022.56 because of heavy slides and extensive subsurface exploration. The Commission approved the increase as requested.

Brief consideration was given to an agreement with the Portland Development Commission in which the State agrees to reimburse the Development Commission for properties acquired by the Development Commission which later will be required as right of way for the freeway system in Portland. This matter was discussed earlier in the day and the agreement approved.

The Commission confirmed telephonic approval given July 22, 1959 to a resolution pertaining to allocations to cities of motor vehicle revenues accrued during the first half of the year 1959. The Commission at this time formally adopted the attached resolution relative thereto, marked Exhibit "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Payment of annual dues to the Highway Research Correlation Service in the amount of $3,434.00 for the fiscal year July 1, 1959 to June 30, 1960 was discussed. The Engineer explained that the information furnished to the State by the Research Service eliminates duplication of research by the State, and is valuable to Legal Division personnel as well as to the Engineers. Upon his favorable recommendation, the Commission approved payment of the dues.

The Commission confirmed previous telephonic approval for the allocation of $110,000 of State funds for a revision in alignment of the Oregon Coast Highway north of the town of Gardiner to correct a slide condition. The Engineer pointed out that the Bureau of Public Roads had refused to cooperate on the basis that the slide is a maintenance operation.

The Commission considered addition of mileage to the State Federal-aid Secondary System in Douglas County and to the Federal-aid Secondary County Road System in Malheur County. Upon the Engineer's favorable recommendation, the Commission approved the following additions to the Federal-aid Secondary Systems:

(see next page)

light in the Arch Cape Tunnel, while slightly below the recommended standard, is not dangerously deficient and the cost to increase the lighting would be high. Sunset Tunnel is one of the best lighted tunnels in the State and it was his feeling that improvement is not needed. Upon his adverse recommendation, the Commission denied the request.

To stabilize the cut slope on the Highland Interchange project on Canyon Road, Multnomah County, the Engineer stated that it will be necessary to remove some unstable material and backfill with a rock blanket. Also, some minor drainage work will be necessary. The proposed work, estimated to cost $130,000, takes care of the highway problems only and does not attempt to provide a remedy for the zoo slide area. He recommended that the work be performed by contract, with bids to be received July 21, 1959. The Commission accepted his recommendation.

The meeting was recessed at 12 noon and reconvened at 1:30 p.m. in the same room with the same persons present and participating.

The Commission discussed with the Engineer bids received on June 16 and July 1. Award of contracts is to be made at 3 p.m.

Chairman McIver inquired if the increasing amount of piggyback haul of truck units by railroads is decreasing the amount of revenue from truck taxes as reported in some news items. The Engineer stated that income from trucks on the weight-mile tax for the first five months of this year is 15 percent higher than it was at the same time a year ago. He pointed out that there is an advantage in shipping some products in truck units by rail (previously shipped in box cars) in that the products can be loaded into the unit, rolled onto the flat car at the source, rolled off at destination, and delivered with only one handling of the contents. He also pointed out that income from the weight-mile tax has doubled in the last eight years.

The Engineer presented maps and descriptions of two sections of county roads in Clackamas County and one section in Union County which the Counties desire to add to the Federal-Aid Secondary County road system. These units have been investigated and meet requirements for the system. Upon his favorable recommendation the Commission approved addition of the following units to the County FAS system:

Clackamas County, FAS 133, 3.3 miles, from the Pacific Highway East in Milwaukie easterly to Cascade Secondary Highway.

Clackamas County, FAS 134, 6.4 miles, from the Cascade Secondary Highway easterly via Sunnyside to FAS 129 at Damascus.

Union County, FAS 883, 4.0 miles, from FAS 481 easterly to a junction south of Imbler with the Wallowa Lake Highway.

Salem, Oregon
March 5, 1959

The Oregon State Highway Commission met in regular session at 10:00 a.m. in Room 418 of the State Highway Building in Salem. Present were:

M. K. McIver, Chairman
Robert L. Chessman, Commissioner
Kenneth N. Fridley, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
Geo. E. Rohde, Assistant Counsel
Walter Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Floyd Query, Secretary

The Commission approved the minutes of the meeting held January 22 and 23, 1959.

The Parks Superintendent reported on the following park matters:

Study of recreation features in Clackamas County. The Parks Superintendent stated that the study conducted by the State Parks Department shows that Clackamas County has many recreational developments by the Forest Service and others, and appears to be well served with park facilities. However, there are no state parks in Clackamas County. A report on the study has been presented to the Parks Advisory Committee who will consider it at their next meeting which is scheduled for March 13. In preliminary discussion with the Advisory Committee, he continued, they have indicated that development of park facilities at Elk Rock Island in the Willamette River near Milwaukie might be desirable. The Commission accepted the report.

Report on request for establishment of camps in state parks for the use of MacLaren School boys while performing work in state parks: The Parks Superintendent stated that as requested by the Commission at its last meeting, a conference had been held with Mr. Amos Reed, Director of MacLaren School for Boys, and Mr. Arthur Handly, Assistant Secretary of the State Board of Control, to attempt to work out a satisfactory arrangement for use of the boys in state parks. He presented an analysis of costs on park projects in which comparisons could be made showing the cost of performing such work with regular forces and by using the boys. In the 18 types of work in which comparisons had been made, it was found that the boys performed to best advantage on the unskilled and lighter types of work. On jobs such as ground clearing, installing culverts and other heavy work, the cost made to the Commission for damage caused by earth slippage on the Highlands Interchange project. He pointed out that the plans for highway construction in this area were prepared by the City of Portland and the work was done at their request.

The Commission discussed with the Engineer matters to be presented by delegations scheduled to appear on the following day. The Engineer explained various details, but no action was taken by the Commission pending appearance of the delegations.

The Commission also discussed with the Engineer and the Right of Way Engineer the status of projects on which bids are to be received at future lettings.

An agreement with Baker County was presented by the Engineer whereby a change in route is accomplished for the Haines-Anthony Highway in the vicinity of Haines. He explained that this matter had been discussed with the Commission at a prior meeting and had been approved in principle at that time. The Commission approved the agreement.

The meeting was adjourned at 4:30 p.m., to be reconvened at 10:00 a.m. on the following day.

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Salem, Oregon
March 6, 1959

The meeting of the Oregon State Highway Commission reconvened at 10:00 a.m. in Room 418, State Highway Building. The following persons were present:

M. K. McIver, Chairman
R. B. Chessman, Commissioner
K. N. Fridley, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Counsel
W. T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Floyd Query, Secretary

Miss Dorothea Lensch, Portland, Director of Recreation, headed a group which appeared before the Commission regarding possible legislation to establish a Recreation Division within the State Parks organization to advise counties, cities and communities on park matters. Also present were Wm. Pond, Beaverton, Governor's Council on Youth; Robert Bonney, Klamath Falls, Superintendent of Parks, Oregon Recreation

The Engineer reported that under authority granted on June 19, 1958 he proposed to place a reduced load limit on the Century Drive Highway, No. 372, between M.P. 1.92 and M.P. 11.65, effective 8 am. March 6, 1959. An inspection of Century Drive, he stated, shows that frost is leaving the subgrade and the road is extremely soft. The load limit allows 11,000 pounds gross on any single axle and 20,000 pounds gross on any tandem axles. The Commission confirmed the reduced load limit.

The Commission gave attention to a proposed agreement with Lane County and the McKenzie Water Control District concerning drainage in the vicinity of the "Q" Street Interchange on the McKenzie River-Judkins Point Section of the Pacific Interstate Highway near Eugene. The agreement, he explained, provides for construction of certain floodways in cooperation with the US Forest Conservation Service. The Agreement also specifically releases the Highway Commission for any claim for damages which might result from construction of the floodways. The Commission approved the agreement.

Attention was also given to an agreement with Baker County, the Idaho Power Company, Adams County, Idaho, and the State of Idaho concerning relocation of a portion of the Baker-Homestead Highway and reconstruction of the Ballard Interstate Bridge across the Snake River in connection with construction of the Oxbow and Hells Canyon Dams by the Idaho Power Company. The Engineer commented briefly that the proposed dam construction will flood a portion of the highway but the only cost to the state under the agreement is the maintenance on a mile and a half section of highway, and one-half of the maintenance cost on the new bridge. Legislation, he stated, has been introduced to remove the inundated portion of the highway from the State Highway System. The agreement, he stated, is in order and he recommended that it be approved. The Commission accepted his recommendation.

The Engineer presented a quitclaim deed, an easement deed, and an assignment of easement concerning a flood control project with the US Engineers on Salmon Creek at the Willamette Highway near Oakridge. He pointed out that Salmon Creek is subject to extreme flooding, and considerable damage has been done to residential property on the eastern edge of Oakridge. The City of Oakridge is entering into a flood control project with the US Engineers and has asked that the state make available gravel pit property in the channel of Salmon Creek above the highway bridge. This property, he stated, is of no further value to the state. The city, he contined, has also requested that the Highway Department contribute 25 per cent of the local contribution of $5,600, with the state's share not to exceed $1,400. He recommended that the project be approved subject to the understanding that the Highway Commission is not acting as sponsor and assumes no responsibility for maintenance and operation of the project. The Commission accepted his recommendation.

The Engineer commented briefly on damage occurring near the Portland Zoo on the Sunset Highway. He recalled that claims had been c 300 square feet of land consisting of the easterly 6 feet of Lot 2, Block 10, McClures Astoria, to Floyd H. Reith, Jr., for the sum of $200.00, located on the Oregon Coast Highway in Astoria

d. 16 square feet on the Oregon Coast Highway in Block 50, Chicago Addition to the City of Florence, to Mr. Walter J and Eleanore C. Brynd, for the sum of $5.00.

The Commission approved the sales as presented.

Conveyance of 0.2 acre of right-of-way to Coos County for the sum of $2,333.33, was recommended by the Right of Way Engineer. This property, he stated, is located at the end of McCullough Bridge over Coos Bay on the Oregon Coast Highway. He recalled that under terms of an agreement entered into with Coos County, the State was to acquire a portion and the County a portion, and the amount involved is the prorata portion of the total cost. The Commission approved the transfer of the property to the County for the amount as recommended.

The Commission considered payment of $1910.00 to the City of Portland, representing the cost to move and reestablish a house that was endangered because of a slide on the highlands interchange section of the Sunset Highway The Right of Way Engineer explained that the City moved the house and has agreed to transfer to the State whatever additional right of way is necessary to go around the slide area. Upon his favorable recommendation, the Commission approved the payment

The Commission considered and upon the favorable recommendation of the Right of Way Engineer, granted a 10-foot easement to Pacific Telephone and Telegraph Company on the Grass Valley-Kent project on US97 in Sherman County as replacement for an easement which the telephone company had previously quitclaimed to the State.

Consideration was given to compensating "Silver Spur Ranch" for the value of timber removed from its property on the Chapin Creek Section of the Heppner-Spray Highway in Morrow County. This project, the Right of Way Engineer explained, was performed under the direction of the U.S. Bureau of Public Roads. In acquiring the right-of-way, it was agreed that the "Silver Spur Ranch" would retain the timber on the property acquired from them for right-of-way purposes It was also agreed that the contractor would stock pile it on the right of way Due to a misunderstanding, the contractor for the Bureau of Public Roads cut, removed, and sold the timber. He estimated the value of the timber removed at $1,700.00, and recommended that the "Silver Spur Ranch" be paid that amount. The Commission approved the payment.

The meeting recessed at 12:00 noon and reconvened at 1:30 P.M. with the same persons present and participating.

A delegation representing the Portland Zoo Commission and the Oregon Museum of Science and Industry came before the Commission regarding improvement of a section of the Sunset Highway (Canyon Road) adjacent to the Zoological Gardens. The following people were present, all from Portland: Harry Buckley, Superintendent of Parks, Zoo Commission; Edward M. Miller, Zoo Commission; Don Ostensoe, Chairman, Zoo Commission; Jack Marks, Director of the Zoo; Abbott Lawrence, Architect of the Zoo; Ernest Tucker, Architect of the Zoo; Max Sagner, Zoo Commissioner; Ron Moxness, Oregon Museum of Science and Industry; Dr. Walt O. Hanson, Zoo Commission; Dave Thompson and Dr. Frank B. Queen, Zoo Commission. Mr. Buckley was spokesman for the group. He presented a letter signed by Mr. Ostensoe containing statistics as to estimated attendance at the zoo and the museum, and urging construction of an overpass and the necessary connecting roads at an early date. The development of this cultural center, he said, will greatly increase the amount of traffic into and out of the center, as well as on the highway leading to it, and he urged construction of the overpass in advance of other contemplated improvements on Canyon Road. He estimated that the zoo would be opened to the public in August, 1957 and that the museum and the golf course most likely will be completed and opened to the public at that date or earlier. Models of the zoo gardens and the museum were exhibited, and the Commission was advised that the cost to construct the facilities is estimated at $4,000,000. Mr. Ostensoe urged early action for the sake of the safety of visitors to the new facilities. Chairman Chandler advised that the Commission on the previous day adopted a two-year program for the new Federal monies that are available and approved a certain amount to pay for right of way along the section concerned. He suggested the transfer of $400,000 of such amount to finance construction of the overcrossing project as requested. Commissioners Reynolds and McIver approved the suggestion, and it was so ordered. Mr. Ostensoe commented that the City of Portland owns some land at the location of the overpass which very likely will be made available to the Commission when it is needed.

The Clackamas County Court, represented by Hon. Wallace R. Telford, County Judge, Messrs. Stan Skoko and Darrell Jones, County Commissioners, came before the Commission regarding improvement of the Cascade Secondary Highway (82nd Avenue) between the towns of Clackamas and Gladstone. Judge Telford stated that the section between the Southern Pacific railroad overpass and Park Place is badly in need of improvement and that the bridge at Park Place is also a hazard. He called attention to the large volume of traffic that uses 82nd Avenue, and he urged the Commission to provide for early construction of the improvement. Mr. Skoko pointed out that the area north of the Clackamas River is rapidly becoming industrialized and that improvement of the highway is needed to take care of the resulting industrial traffic. According to figures, he stated, there is more truck traffic on 82nd Avenue north of the Clackamas River than there is on McLaughlin Boulevard, Route of 99E. Judge Telford thanked the Commission for other work done in Clackamas County, particularly the overpass at Clackamas. Chairman Chandler informed the Court that the Commission has provided funds in

Commissioner Reynolds recalled that at the July meeting the Commission authorized the sending of a letter to the Washington Toll Bridge Authority requesting that the commission received for purchase of insurance for the Interstate Bridge be divided equally between the Insurance Agents Associations of Oregon and Washington. The Toll Bridge Authority, he said, has agreed to such division of this commission, which amounts to approximately $4,000.

The matter of controlling speed on the "R. H. Baldock Freeway" between Portland and Salem was brought up for discussion. The Engineer commented that excessive speeds have been observed on this highway and that the Superintendent of State Police is very much concerned and presently is thinking about apprehending drivers who exceed 70 miles per hour. The matter of posting the highway was brought into the discussion, and it was generally agreed that if signs are placed they should limit speed to 70 miles per hour. It was also agreed that if legislation is needed, it should be introduced by the State Police and that it will not be opposed by the Highway Commission.

Chairman Chandler inquired of the Auditor as to the availability of matching money to finance highway construction projects during the next two years. The Auditor stated that there will be approximately $7,000,000 on hand at the end of this year, $4,000,000 on hand at the end of 1957, and approximately $2,000,000 on hand at the end of 1958. He gave as his opinion that it will be necessary in order to meet the State's obligations in contract payments and right of way acquisitions to sell $5,000,000 of highway bonds. The Engineer advised that the Commission must have a year-end balance of at least $6,000,000. He stated his concurrence in the Auditor's statement that it may be necessary to secure $5,000,000 from the sale of bonds in order to meet the State's obligations, and he suggested that the Legislature be requested to authorize such sale even though the Commission may now have legal authority to do so. It was his feeling that the additional money would not be needed until the fall of 1957. The State, he said, will have sufficient match money but the trouble is to secure reimbursement from the Federal Government for monies advanced on Federal jobs. He added that extra money will be needed for 3 or 4 years, and that he will report facts later. Commissioner McIver expressed a desire for a schedule of funds needed during the next few years. From such information, he said, the Commission will be in a position to take action as may be necessary, including the securing of legislative authority to sell bonds if that is required. Commissioner Reynolds suggested that the matter should be referred to the Legislature notwithstanding that the Commission may now have authority to sell bonds for this purpose. The Engineer was instructed to render a report showing the amount of highway funds that will be needed during the next 2 or 3 years. The Chief Counsel was instructed to prepare a bill for presentation to the 1957 Legislature if necessary or desirable.

RECEIVED
OCT 3 - 1960
FOR FILING

U-318(3)

5027

September 30, 1960

1831

Mr. J. C. Womack
State Highway Engineer
California Division of Highways
Post Office Box 1499
Sacramento 7, California

Attention: Mr. M. Harris
Construction Engineer

Dear Mr. Womack:

On the potential slide area referred to in your letter of September 19, the State of Oregon performed the following work:

| | | Total Depth |
|---|---|---|
| 39 | Vertical power auger holes | 2,411 feet |
| 30 | Horizontal holes (over 100 feet) | 11,618 feet |
| 57 | Horizontal holes (under 100 feet) | 4,580 feet |
| 126 | Totals | 18,609 feet |

Placed 7,568 feet of 2-inch slotted drain pipe.
Placed 4,280 feet of 1½-inch Armco drain pipe.
Work was done by State Forces with a total cost of $23,795.10 or $1.28 per foot of hole drilled.

Costs furnished by the City of Portland were as follows:

Putting Down, Connecting and Backfilling:

| | |
|---|---|
| 100 Wells | $169,650.00 |
| Dames and Moore fee (Consultants) | 16,627.50 |
| Slope indicator service | 3,035.00 |
| Total | $189,312.50 |

For whatever the reasons or combinations thereof, no major slide movements have been observed since the completion of the above work.

Very truly yours,

GLD:cg:fp me

W. C. Williams
State Highway Engineer

cc Mr. Cooper
Mr. Edwards

J.C.WOMACK
XXXXXXXXXX
STATE HIGHWAY ENGINEER

EDMUND G. BROWN
GOVERNOR OF CALIFORNIA

ROBERT B. BRADFORD
DIRECTOR

STATE OF CALIFORNIA
**Department of Public Works**
SACRAMENTO

DIVISION OF HIGHWAYS
PUBLIC WORKS BUILDING
P. O. BOX 1499
SACRAMENTO 7

PLEASE RETURN TO
FORREST COOPER

September 19, 1960

PLEASE REFER TO
FILE NO.

REFERRED TO Cooper
By State Highway Engineer

Mr. W. C. Williams
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Williams:

We read with interest your report on a "Novel System to Drain Potential Slide Area", Oregon U-318(3), which appeared in the July 18, 1960 "Special Report on New Developments in Use of Equipment and Methods of Construction" published by the Bureau of Public Roads.

We would appreciate any cost data that you can furnish us on this project, and also the cost information on the City of Portland's portion of the work.

This type of problem is quite common in Northern California, and your project sounds potentially less expensive than large stabilization trench systems.

Any data you can furnish us will be deeply appreciated.

Very truly yours,

J. C. WOMACK
State Highway Engineer

M Harris
M. HARRIS
Construction Engineer

Edw - Fay

PIW:cic

Hi, Dutch!

RECEIVED
SEP 22 1960
OREGON
STATE HIGHWAY COMMISSION

5

RECEIVED
JAN -5 1961

FOR FILING
4-318(3)

5025

Salem, Oregon
July 5, 1960

Mr. Leonard I. Lindas
Chief Counsel
Office

Attached is correspondence in regard to an invoice presented to the City of Portland for costs of exploratory drilling at the Portland Zoological Gardens This drilling was done at the request of the City of Portland.

The City of Portland has refused to pay this bill insomuch as it claims that the Highway Department is responsible for the slide condition at this site.

We seek your advice as to what should be done in regard to the claim against the City of Portland.

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

Attachment

cc Mr. Lloyd Shaw

RECEIVED
1960
FOR FILING

U-318(3)

5725

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1960

SUBJECT: Rental of Drilling Equipment
to City of Portland
January, 1959

To:

Mr. P. M. Stephenson
Assistant State Highway Engineer

During the month of January, 1959, at the request of Mr. Harry B. Buckley, Portland Superintendent of Parks, we supplied labor, material and equipment for a ten day period for exploratory drilling at the Portland Zoological Gardens. This was in the area where severe slides occurred during the winter of 1958-59.

On or about January 21, 1959, we billed the City of Portland in amount of $935.84 for this exploratory drilling. The City of Portland has refused to pay this bill claiming as a reason that the Highway Department was responsible for the slide condition.

As a result of these slides the City of Portland has filed action against the State of Oregon asking payment of damages in the amount of $225,000. There is also at least one other suit pending filed by a private party.

I have discussed this unpaid bill with Mr. George Rohde, Assistant Chief Counsel, and we concur in Mr. Rohde's suggestion that this matter be referred to the Legal Division as they may possibly wish to file a counter suit against the City of Portland on account of this unpaid bill. If this meets with your approval, would you kindly forward the attached file to the Legal Division.

John A. Phillips
John A. Phillips
Assistant Maintenance Engineer

JAP:jre
Enclosure

cc: C. H. Maison
Lloyd P. Shaw
E. A. Pease

NOTED
P. M. STEPHENSON

RECEIVED
JUL 5 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN - 1960
FOR FILING
71 318(3)
5025

FORM 2-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

A

AGENDA
JUL 7 1960
2 f

June 15, 1960

Oregon State Highway Commission

Re: City of Portland vs.
State of Oregon

Gentlemen:

The City of Portland just recently filed an action against the State of Oregon, by and through its State Highway Commission, asking the payment of damages in the amount of $225,000 caused by the construction of that portion of the Sunset Highway adjacent to the Portland City Zoo.

The gist of their complaint is that in widening the Sunset Highway the Highway Department made large excavations of earth on the southerly boundary of the zoo property, removing the lateral support necessary to maintain the property in its natural condition, causing the slippage of the property during the winter months of 1958 and 1959.

I know that you have been apprised of the claim of the City of Portland, and this action is the result of that claim which has been denied by the State Highway Commission.

The matter will be turned over to our trial section for handling, and we will take every measure to protect the interest of the State of Oregon.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL/mab

cc: W. C. Williams
Forrest Cooper
P. M. Stephenson
Floyd Query
Robert Y. Thornton
C. H. Maison
John Phillips
I. A. DeFrance

NOTED
FLOYD QUERY

CCR

RECEIVED
MAY 4 - 1960
FOR FILING
11-318 (3)

5025

Salem, Oregon
May 3, 1960

City of Portland
vs.
State Highway Commission
Zoo Slide Situation

Mr. Tom Edwards
Mr. Lloyd Shaw

Charles Peterson, Chief of the Trial Section of the Legal Department, has requested that the following be handed to you for appropriate action:

> "The City of Portland has notified the State Highway Department of its intention to seek recovery in the courts of a substantial sum of money as claimed damages asserted to have resulted from the widening of Canyon Road and construction of the overpass connection to what is now the city zoo. In this connection, all personnel at whatever level are instructed not to discuss the situation with anyone outside of the organization and particularly not to furnish any information, opinion, suggestion or data to any person outside of the State Highway Department. Stated otherwise, let all inquiries concerning this situation be met with the reply that the same should be taken up with our Legal Department at Salem. Let this be the rule regardless of who makes the inquiry or manner or form of approach the inquiry takes."

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

Mr. L. I. Lindas

REFERRED 5-2-60
TO Cooper
Seems like a good suggestion
LEONARD
Leonard

Salem, Oregon
April 28, 1960

City of Portland
vs.
State Highway Commission
(Zoo Slide Situation)

Mr. L. I. Lindas
Chief Counsel
Office

The city has notified us of its intention to bring action for almost $200,000.00 claimed damages because of highway construction. It seems quite apparent that over the years during the planning and preparation and construction of the overpass project and widening of Canyon Road, there has been much exchange of information, ideas and opinions back and forth between the City and the State Highway Department. This appears to be true at all levels of employment. In view of this situation, it seems appropriate at this time to suggest that perhaps Mr. Williams or Mr. Cooper promulgate a general letter of notice somewhat in the following vein;

> "The City of Portland has notified the State Highway Department of its intention to seek recovery in the courts of a substantial sum of money as claimed damages asserted to have resulted from the widening of Canyon Road and construction of the overpass connection to what is now the city zoo. In this connection, all personnel at whatever level are instructed not to discuss the situation with anyone outside of the organization and particularly not to furnish any information, opinion, suggestion or data to any person outside of the State Highway Department. Stated otherwise, let all inquiries concerning this situation be met with the reply that the same should be taken up with our Legal Department at Salem. Let this be the rule regardless of who makes the inquiry or manner or form of approach the inquiry takes."

Parson
Are we getting witnesses?

yes

CHARLES PETERSON
Chief, Trial Section

CP:ap

RECEIVED
OFFICE OF
[illegible] ENGINEER

A

RECEIVED
APR 13 1960
FOR FILING

71.38(2)

5025

April 12, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5025 for grading-paving the Highlands Interchange on Sunset Highway in Multnomah County was completed by the contractor, Parker-Schram Co., on December 23, 1959, and was formally accepted by the Highway Commission on March 10, 1960.

Final payment in the amount of $19,717.37 will be released to the contractor on or after April 22, 1960. The total contract amount is $614,221.38, of which amount $14,151.85 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Amarata & Schram
Mead Bldg.,
Portland 4, Oregon

A

RECEIVED
APR 11 1960
FOR FILING
U-312(3)
5027

April 8, 1960

The Aetna Casualty & Surety Co.,
Portland Service Department
Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5027 for the Highlands Undercrossing on the Highlands Interchange Section of Sunset Highway in Multnomah County was completed by the contractor, S & D Construction Co., on March 31, 1960, but has not as yet been accepted by the Commission.

Final payment in the amount of $2,641.17 will be released to the contractor after acceptance by the Commission. The total contract amount is $82,976.57, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Aetna Casualty & Surety Co.,
G. Cyrus Bishop
319 Yeon Bldg.,
Portland 4, Oregon

FORM E-120-X 75M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

RECEIVED

318(3)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
W. C. WILLIAMS

March 14, 1960

Alexander G. Brown
City Attorney
City Hall
Portland, Oregon

Attention: Robert L. Hurtig
Deputy City Attorney

Re: Slide Damage
Portland Zoo

Dear Sir:

This is to acknowledge receipt of your letter of March 8, 1960, relative to the Portland Zoo slide.

As this Department has previously informed you, we accept no responsibility nor liability for the damages claimed to have been suffered by you in connection with the Portland Zoo slide. Consequently, your claim for damages in the amount of $190,205.21 is hereby denied.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL/mab

cc - W. C. Williams
Forrest Cooper
Floyd Query

RECEIVED
MAR 15 1960
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-128-X 75M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED

NOTED
W. C. WILLIAMS

March 14, 1960

Alexander G. Brown
City Attorney
City Hall
Portland, Oregon

Attention: Robert L. Hurtig
Deputy City Attorney

Re: Slide Damage
Portland Zoo

Dear Sir:

This is to acknowledge receipt of your letter of March 8, 1960, relative to the Portland Zoo slide.

As this Department has previously informed you, we accept no responsibility nor liability for the damages claimed to have been suffered by you in connection with the Portland Zoo slide. Consequently, your claim for damages in the amount of $190,205.21 is hereby denied.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL/mab

cc - W. C. Williams
Forrest Cooper
Floyd Query

RECEIVED
MAR 15 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]
FOR FILING
U 318(2)
5.25

2-d
3-10-60

**OFFICE OF CITY ATTORNEY**
CITY HALL
PORTLAND 4, OREGON
ALEXANDER G. BROWN
CITY ATTORNEY

March 8, 1960

Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Sir:

The Commissioner in charge of the Bureau of Parks of the City of Portland, by authority of the City Council, has instructed this office to commence immediately the necessary legal procedure to effect collection from the State Highway Department for damages occurring at the site of the new Portland Zoo, parallel to the recently widened U. S. Highway No. 26.

Experts employed by the City attribute the cause of this slide which began during the month of January, 1959, directly to the activities of the State Highway Department's operations in the widening of S. W. Canyon Road, more specifically by removal of the toe of the slope on the North side, thereby depriving the earth above of adequate lateral support.

Enclosed please find an itemized statement of costs paid by the City in mitigation of damages amounting to $190,205.21. In addition thereto, claim is also made for the approximate sum of $500, which as yet has not been billed by the firm of Dames & Moore, for engineering services and the further estimated sum of $5,000 for work yet to be done in the repair of sewers and manholes adjacent to Canyon Road where surface slippage sheared off a manhole.

Please consider this letter a formal demand on the State Highway Department for payment of the above sums. If possible we would like to receive your views on the matter following the Highway Commission's meeting of the 10th and 11th of this month.

In the event that no satisfactory solution is reached or negotiations for the settlement of this claim earnestly begun

COPIES TO COMMISSIONERS
3/10 60

referred by Com to Chief Counsel

NOTED
FLOYD QUERY

within twenty (20) days from the date hereof, this office has been instructed to proceed with the necessary legal action to effect collection of this claim.

Very truly yours,

ALEXANDER G. BROWN
City Attorney

By Robert L. Hurtig
Robert L. Hurtig
Deputy City Attorney

RLH/fg
encls
certified mail
cc: Leonard I. Lindas,
Chief Counsel

cc: W. C. Williams,
State Highway Engineer

RECEIVED

# COST OF REPAIR TO SLIDE DAMAGE
# PORTLAND ZOOLOGICAL GARDENS
## as of February 23, 1960

| | | |
|---|---|---|
| Engineering & Soil Tests | | |
| Dames & Moore | $16,129.50 | |
| Slope Indicator Co. | 3,025.72 | $19,155.22 |
| Well Drilling | | |
| A. J. Gaunt | 89,219.03 | |
| A. M. Jannsen | 63,751.40 | 152,970.43 |
| Misc. Contractors | | |
| Pacific Power & Light Co. | 697.36 | |
| Install 3 ph. Temp Service | | |
| Reroute Temp. Service | | |
| W. R. Grasle Co. | 685.00 | |
| Furnish & Install Float Switches | | |
| Install 2" Conduit & Alarm System | | |
| Bardi Genl. Contr. | 245.00 | |
| Replace Conc. Slabs & Constr. M.H. covers | | |
| Contractors Inc. | 484.00 | |
| Install Pump in Well #2 | | |
| Pacific Pumping Co. | 996.00 | |
| 2 ea. 1-1/4 M type S.M.E. Sump Pumps | | 3,107.36 |
| City Departments | | |
| Public Works | | |
| Sewer Repair | 9,261.36 | |
| Survey Bur. | 897.90 | |
| Municipal Paving Plant | 493.20 | |
| Paving along fracture line | | |
| Bureau of Water Works | 1,331.49 | |
| Repair 8" water main | | |
| Bureau of Parks | | |
| Personnel - Inspection, etc. | 2,691.13 | |
| Warehouse Stock Sales | 297.12 | 14,972.20 |
| | | $190,205.21 |

RECEIVED
FEB 16 1960
FOR FILING

Adm
Ins
Prop. Damage

-128
COMMISSIONERS
ICIVER, CHAIRMAN
TLAND
TH N. FRIDLEY, MEMBER
CO
L. JACKSON, MEMBER
ORD

QUERY, SECRETARY
EM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

NOTED
W. C. WILLIAMS

February 15, 1960

Cronin —

Oregon State Highway Commission

Subject: A. M. Cronin, III and
Susan Cronin vs. State of
Oregon by and through the
State Highway Commission

The above entitled action was filed and served upon Floyd Query, Secretary of the Commission, February 9, of this year. Mr. Cronin in his complaint alleges that he is the owner of Lots 1, 2, 7 and 8 in Block 5 The Highlands, Plat No. 1 of Multnomah County, State of Oregon, and as a result of the reconstruction of Canyon Road, the same caused a movement of earth upon which the home of the above defendant is located and as a result damaged him to the extent of $100,000.

They allege that the action of the Highway Commission and its contractors in constructing the road caused a movement and as a result also resulted in the taking of their property for a public purpose.

We have previously denied Mr. Cronin's claim, stating that we have no responsibility or liability for the movement in this area. The case has been assigned to Mr. Robert Patterson of our Staff, by Mr. Charles Peterson, our Chief Trial Attorney, and I will keep you fully adivsed of events as they occur.

L. I. LINDAS
Chief Counsel

LIL:jh
cc: W. C. Williams
Forrest Cooper
P. M. Stephenson
Floyd Query
Robert Y. Thornton
C. H. Maison
John Phillips
I. A. DeFrance

RECEIVED
FEB 17 1960
OFFICE OF
STATE HIGHWAY ENGINEER

A

Form E-1—(Rev.)—10M—2-50

41 318(3)
5025

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 6, 1960

Section HIGHLANDS INTERCHANGE

Kind of work Grading & Paving

Highway Sunset County Multnomah

Section prefix 26-1084

Contractor C.T. Parker

Contract number 5025

Date of contract August 30, 1957

Specified work days 130

Date work started Sept. 3, 1957

Work days used 114

Project authorization $701,736.01

Exclusive of engineering $639,011.50

Per cent of time elapsed 88 %

Estimated cost of completed project, exclusive of engineering $639,448.84

Estimated per cent overrun or underrun 0.6 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $62,721.51

Engineering cost to date $66,500.00, 106 %

Date project was completed December 23, 1959

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| 100 | 100 | 100 | | 100 | 100 | |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final estimate submitted to Division Office on Friday.

CONSTRUCTION DIVISION
RECEIVED
FEB 8 1960
NOTED— CE ACE ACE OOE

NOTED

Noted
M. N. Juve

Signed John H. Burton
John H. Burton Resident Engineer

Address 2131 S.W. Scholls Ferry Road, Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 0.60 | 0.60 | | | 0.60 |
| Miles partially completed | | | | | |
| Miles completed | 0.60 | 0.60 | | | 0.60 |
| Total estimated quantities (contract) | 227,000 | 27,400 | | | 10,200 |
| Total quantities corrected to date | 275,599 | 36,737 | | | 9816 |
| Estimated quantities moved or placed to date | 275,599 | 36,737 | | | 9816 |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors ............, Bulldozers ............, Compaction rollers ............, . . . . . ............, . . . . . ............, . . . . . ............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | Showers | | |
| Tuesday | " | | |
| Wednesday | " | | |
| Thursday | " | | |
| Friday | " | | |
| Saturday | | | |

CEIVED
JAN 28 1960
FOR FILING

5027

January 25, 1960

COPY

Seth Leavens Agency
500 Jackson Tower
Portland 5, Oregon

Attention: L. Sakamoto

Gentlemen:

As requested in your letter of January 21, we are listing below the status of the two State Highway contracts with S & D Construction Company, as of December 11, 1959:

| | | |
|---|---|---|
| Contract No. 5536 | Paid | $128,997.45 |
| | Retained | 14,333.05 |
| Contract No. 5027 | Paid | $80,335.40 |
| | Retained | 2,484.60 |

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

RE

SETH LEAVENS AGENCY

General Insurance

January 21, 1960

State of Oregon
State Highway Department
Salem, Oregon

Re: S & D Construction Company

Gentlemen:

We are preparing a financial statement on the above captioned and would like verification as of December 11, 1959 the retainage withheld and earned estimates to that date on the two Bridge Jobs, Contrct Nos. 5536 and 5027.

We would appreciate receiving this information as soon as possible.

Very truly yours,

SETH LEAVENS AGENCY

By: (Mrs.) L. Sakamoto

ls

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JAN 13 1960
FOR FILING

71 318(2)

5025

January 13, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower
San Francisco, California

Gentlemen:

It is the intention of the State Highway Commission to release to Parker-Schram Co., a portion of the funds heretofore retained by the Commission on contract #5025 for grading-paving the Highlands Interchange on Sunset Highway in Multnomah County.

This payment, in the amount of $26,022.93, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $17,461.50. The present payment will be released on or after January 25, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

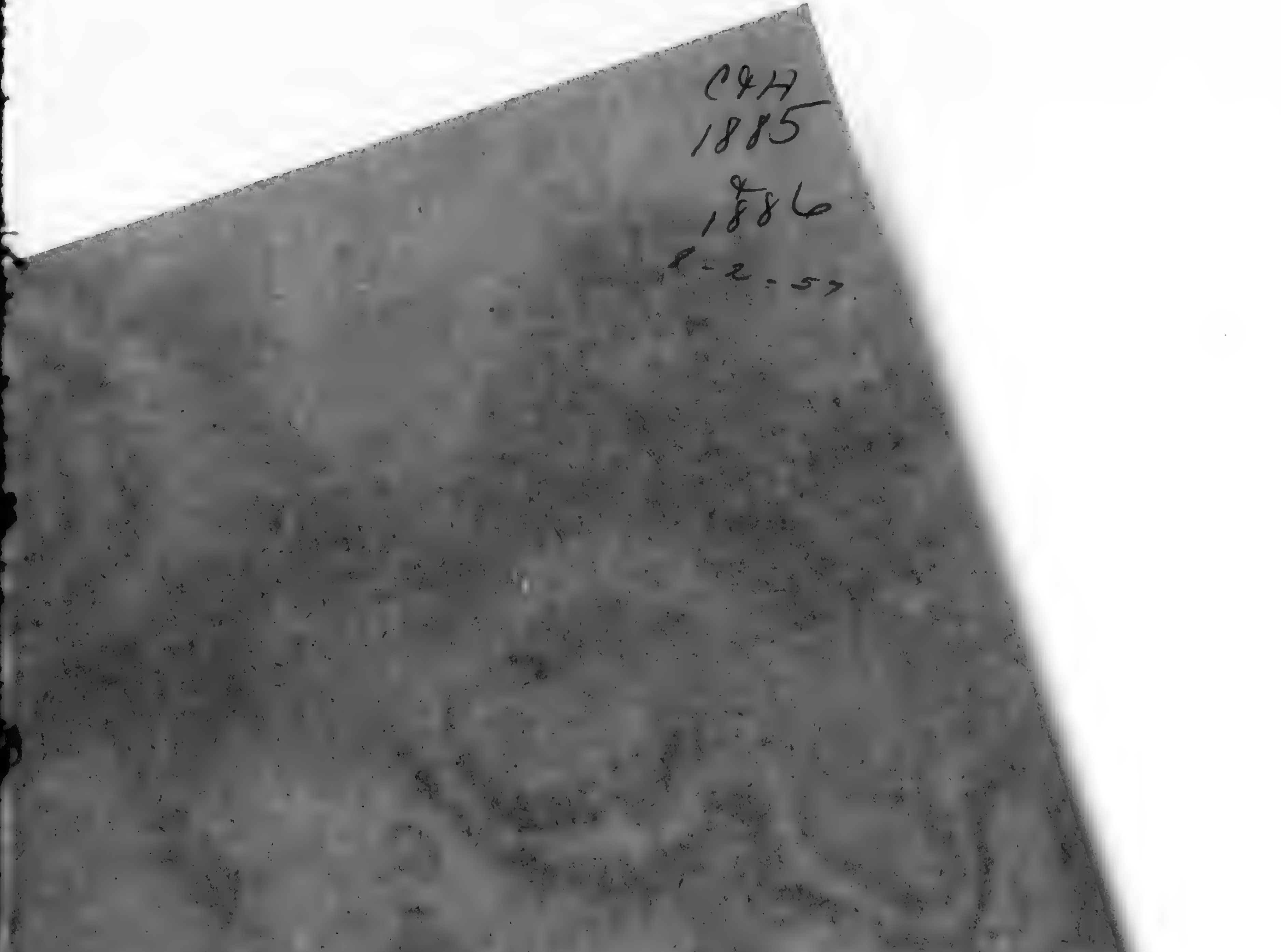
cc: Glens Falls Insurance Co.,
Amerata & Schram
Mead Bldg.,
Portland 4, Oregon

U-318(3) Highlands Undercrossing on 1957
the Highlands Interchange Sec.,
#5027 Sunset Hwy. Folder # 1

C&H
1885
&
1886
8-2-57

RECE
1959
FOR FILING

U-318(3) Highlands Undercrossing on 1957
the Highlands Interchange Sec.,
#5027 Sunset Hwy. Folder # 1



C&H
1885
&
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8-2-57

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NOV - 6 1959
FOR FILING
U 218(3)

November 5, 1959

Parker-Schram Co.,
P. O. Box 7588
Portland 20
Oregon

Gentlemen:

The State Highway Commission at its meeting held on November 5, 1959, had under discussion your request for an extension of time from 130 days to 166 workdays within which to complete your contract #5085 for grading-paving the Highlands Interchange on Sunset Highway in Multnomah County.

We are pleased to inform you that the Highway Commission granted you 36 additional workdays. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
cc: Lloyd Shaw
John Burton
Tom Edwards

RECEIVED
OCT 30 1959
FOR FILING
318(3)
[illegible]

October 29, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering the installation of portable metal guard rail for traffic control on the Highlands Interchange Section of the Sunset Highway in Multnomah County, Contract No. 5025, in connection with Federal Aid Project No. U-318(3).

At the west end of the project traffic is forced from 6 to 4 lanes. The guard rail barrier is necessary to direct traffic into the narrower lanes. They will be in place and in use until the traffic pattern is changed at the completion of the Washington Co. Line-Highlands Interchange Project.

This work has been verbally approved by the B.P.R. Area and District Engineers. A sketch of the proposed barrier placement is attached.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

DBP:cr

RECEIVED
[illegible] 1959

FORM E-90X—50M—2-59—18180

U-318(3)

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29, 1959

SUBJECT: State of Oregon vs.
C. William Kempthorn, et ux.
L-3405 R-30158
Highlands Interchange Section
Sunset Highway

To: Mr. Tom Edwards
Construction Engineer

Office

We have recently filed a complaint, (copy attached) in the above-entitled case, to acquire some 3,690.00 square feet of additional right of way for slide control purposes. The property is approximately opposite Highway Engineer's Station 125+00 of the above-named section. A parcel of right of way was acquired from this same owner prior to this taking. Subsequent thereto work was commenced on the project and thereafter, due to earth slippage on the remaining property, a description was prepared for additional right of way and when the same could not be negotiated this condemnation complaint was filed.

The owner refuses to negotiate and claims that the slippage was due to highway construction, and further, that his remaining real property is endangered, thereby claiming considerable damages. In our file is information to the effect that it isn't the highway construction at all which has caused this slippage but rather that it is water and sewage from homes further up the hill from this owner's property.

The reason for this letter is simply preparatory for the trial, which undoubtedly will have to be had in this case. Undoubtedly the question of whether the highway construction was the cause of the slide, and whether the remaining property is endangered as to further slides, will arise. To meet the problem we would like, if possible, to have a geologist, together with an engineer, who has had a wide background in highway construction, be prepared to testify. Would you please let us know the names of the two engineers selected. When these two parties have completed their investigation a report or letter as to their findings and what they could testify to in this regard would be appreciated.

G. E. ROHDE
Assistant Counsel

GER:hg
Attachment
CC: Mr. L. I. Lindas
Mr. Charles Peterson
Mr. Forrest Cooper

NOTED

RECEIVED
OCT 21 1959
FOR FILING
U-318(3)
5025

A

October 21, 1959

Oregon State Highway Commission

Request for Extension of Time
No. 4
November 5-6 Meeting

Gentlemen:

We are in receipt of a "Contractors Request for Increase in Number of Workdays to Complete Construction Contract" on the Highlands Interchange Section of the Sunset Highway, Contract No. 5025. The Parker-Schram Company was the contractor and has requested an increase from 130 days to 166 days without assessment of liquidated damages.

The reason given by the contractor is additional quantities required by a change in plans occasioned by the slide condition which was encountered on the project. The contractor was actually engaged for 36 days on extra work involved in the slide correction. The special provisions of the contract provide that additional days will be allowed under these conditions.

In view of this, it is recommended that the contractor's request for 36 additional days without penalty be granted, subject to concurrence by the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Tom Edwards

LHY:fp ae

RECEIVED
OCT 12 1959
FOR FILING

U-318(3)

5025

A

October 9, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering permanent and semi-permanent signing on the Highlands Interchange Section of the Sunset Highway in Multnomah County, Contract No. 5025, in connection with Federal Aid Project No. U-318(3).

This work is necessary for the direction and guidance of traffic. The semi-permanent signs will be in use until completion of the Washington County Line-Highlands Interchange Project. Warning signs, lights and barricades required of the contractor for protection of traffic and workmen are not included in this order.

This work has been verbally approved by the District and Highway Engineers of the BPR and instructions have been issued to proceed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

DBP:bb

Enc.

RECEIVED
1959
FOR FILING
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5025

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1959

SUBJECT: Highlands Interchange Section
Sunset Highway
Contract No. 5025

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
Office

File

We are in receipt of a Contractor's Request for Increase in Number of Workdays to Complete the Highlands Interchange Section of the Sunset Highway, Contract No. 5025.

The request is for 36 additional workdays without assessment of liquidated damages. The contractor's request is based on the change of plan and additional work which was attendant to the slide removal and cut bank terracing necessary to insure stability of this project. He refers specifically to Price Agreement #1, which was in the amount of $70,000. The Special Provisions provides that the changes in plans shall be cause for increasing the number of workdays. Actual records shown that the contractor was engaged in working on Price Agreement #1 for 36 workdays during the period May 19 to September 5. On the 36 workdays which were charged, he did not accomplish 60 per cent of productivity on his regular contract work.

It is therefore recommended that the Highway Commission be requested to increase the number of workdays on this project from 130 to 166 without assessment of liquidated damages. A rough draft of a letter to the Highway Commission is forwarded herewith for your consideration. Also forwarded is a rough draft of a letter to the Bureau of Public Roads asking their concurrence in this action.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

RECEIVED
- 8 1959
OFFICE OF
STATE HIGHWAY ENGINEER

LHY:fp

Enc.

FORREST COOPER

RECEIVED
SEP 28 1959
FOR FILING

U-318(3)

5025

Sept. 25, 1959

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Completion - Erosion Control Work
Highlands Interchange
Sunset Highway
Contract No. 5025
FAP No. U-318(3)

Dear Sir:

The erosion control work on the subject job, authorized September 5, 1957 in an Order for State Force Work was completed September 9, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Staff Engineer

Bc Mr. M. H. Astrup

RECEIVED
SEP 11 1959
FORM E-10X—50M—2-59—18180
FOR FILING
11 318(2)
5-27

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1959

SUBJECT:

To:
Mr. Lloyd Shaw
Metropolitan Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

As per verbal instructions given you in regard to the alleged slide of the Cronin and adjacent properties in the Highlands Interchange area, please see that no entry is made on the property to set control lines, etc., and cease all discussions regarding permits of entry, etc.

Tom Edwards
Construction Engineer

TE:fp

cc Forrest Cooper
Leonard I. Lindas
Walter T. Wright
S. N. Mayhew

NOTED
FORREST COOPER

RECEIVED
SEP 11 1959
OFFICE OF
STATE HIGHWAY ENGINEER

A

FORM E-123-X 50M

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
1959
FOR FILING
11-31

September 3, 1959

Henry A. Carey, Jr.
Attorney at Law
501 Pacific Building
Portland 4, Oregon

Re: Damage Claim - A.M. Cronin III

Dear Mr. Carey:

Your letter of September 2, 1959 relative to a claim by Mr. A. M. Cronin III who resides at 4200 S. W. Torr Lane in Portland, for alleged damage to his property caused by highway construction in the area, is acknowledged.

Please be informed that an investigation of this claim by our Engineering Department reveals that the damage referred to was not caused by any acts of this Department, and therefore we disclaim any responsibility or liability for the same.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:mab

cc - Forrest Cooper
Deputy State Highway Engineer

cc - Tom Edwards
Construction Engineer

NOTED
FORREST COOPER

RECEIVED
1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP - 8 1959

FOR FILING

11 318 (3)

5027

NOTED
W. C. WILLIAMS

HENRY A. CAREY, JR.
ATTORNEY AT LAW
[illegible] PACIFIC BUILDING
PORTLAND 4, OREGON
[illegible]

September 2, 1959

State Highway Commission
Salem, Oregon

Attention Claims Department

Gentlemen:

I am writing on behalf of Mr. A. M. Cronin III, who resides at 4200 S. W. Torr Lane in Portland, to put you on notice that Mr. Cronin has suffered extensive damage to his home, his swimming pool, tennis court and related structures as the result of the highway construction and the excavation made by the Commission in connection with the lower entrance to the Portland zoo. The loss of lateral support which caused the extensive damage to the Preble property, the Rosenfeld property and the Portland zoo property has also caused this damage to the Cronin property.

Mr. Cronin will welcome your inspection of the property and the damage which is already extensive and becoming more severe each day. We invite your assistance in taking steps to minimize Mr. Cronin's damages before the heavy fall rains aggravate the present situation.

I shall be very happy to meet with your representatives at your early convenience.

Yours very truly,

Henry A. Carey, Jr.

HAC:db

cc: State Highway Commission
Sylvan Maintenance Station
2121 S. W. Scholls Ferry Rd.
Portland, Oregon
Attention Mr. Burton

Mr. A. M. Cronin III
Electrical Distributing, Inc.
140 N. W. Fourteenth
Portland, Oregon

WCW
The boys did
we no do

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AUG 17 1959

FOR FILING

U-318 (2)

5025

Salem, Oregon
August 17, 1959

Highland Interchange Section
Multnomah County
Contract No. 5025

Mr. John Burton
Resident Highway Engineer
2131 S. W. Schools Ferry Road
Portland 1, Oregon

This is to advise you that at its meeting August 13, the Highway Commission approved an increase of $68,022.56 in Project Authorization on the subject contract.

The new authorization is $701,736.01. This amount should be used in all future reports.

DBP:mfh

D. B. Parkes
Contract Payments Engineer

cc: Mr. Lloyd Shaw

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U 31(3)

5025

July 28, 1959

Oregon State Highway Commission

Gentlemen:

It has become evident that the construction of the Highlands Interchange Section of the Sunset Highway, Contract No. 5025, is going to cost more than anticipated. Present indications are that the current project authorization will be exceeded by $68,022.96, or 10.7 per cent.

Heavy slides occurred during the winters of 1957-1958 and 1958-1959 along the high cut slopes below the new Portland Zoo and on the southerly side of the highway opposite the Zoo. These slopes were benched, flattened, and drilled in attempts to make them stable. Extensive engineering work has also been accomplished on subsurface exploration checking the large earth movements and measuring and remeasuring excavation and slide areas.

Corrective work still remaining, the cost of which is included in this report, consists of slide removal and reshaping work southerly of the highway. The great amount of corrective work still required on the north side of the highway will be accomplished by a slide removal contract.

In view of the above, it is respectfully requested that the project authorization for this job be increased from $633,713.43 to $701,736.39.

This matter will be on the agenda for your consideration at the August 13 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

FBK:fp me
cc Mr. Tom Edwards
Mr. R. L. Porter
Mr. C. H. Maison

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WASHINGTON
[illegible] 1959

FOR FILING
U-318(3)

5025

**U. S. DEPARTMENT OF COMMERCE**
**BUREAU OF PUBLIC ROADS**
**REGION EIGHT**

When replying, refer to:
08-35.4-0

408 State Highway Building
Salem, Oregon

July 2, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project U-318(3), Highlands Interchange Section of the Sunset Highway (Slide Correction).

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

CGPolk

C, G. Polk
Division Engineer

Porter

NOTED
FORREST COOPER

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OFFICE OF
STATE HIGHWAY ENGINEER

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**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 26, 1959

SUBJECT: Highlands Interchange
Prefix: 26-1084 Contract #5025
Re: Contact with C. T. Parker Co. on slope revetment estimate.

507 To: Mr. Tom Edwards
Construction Engineer
Oregon State Highway Department
Salem, Oregon

NOTE
W. C. WILLIA

Attention: Mr. Forrest Cooper

Mr. Cooper requested some background information regarding C. T. Parker Company's knowledge of and desire to perform the proposed slope repair and revetment project at Highlands. The resident engineer's and inspector's diaries have been reviewed and fail to provide any definite information.

All persons in contact with Parkers field forces agree that Parker's men have stated that the Company would be better off without any added work in this area and would be especially glad to get off this section. The various diaries do not have these remarks recorded.

Mr. Vala, C. T. Parker Company Superintendent, while in this office stated that the Company would be better satisfied if they did not have to complete the project now under contract. This is not a direct quote but is substantially Mr. Vala's meaning and was expressed in the presence of A.V. Benedict, Jack Hesla, and Lloyd Shaw of the Highway Department staff.

Lloyd P. Shaw
LLOYD P. SHAW,
Metropolitan Engineer

WCW

LPS/sm/w

Send copy to Cooper

CONSTRUCTION DIVISION
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FORM E-80 50M 11-58 15890

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1959

**SUBJECT:** Report on Expected Overrun
of Project Authorization
Highlands Interchange Section
Contract No. 5025

**To:** Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Here is another Report on Expected Overrun of Project Authorization for this section of the Sunset Highway in Multnomah County. On April 3, 1958, the Commission approved an overrun of $59,000 for this project. This second request is for an additional $68,022.56, which will increase the current project authorization from $633,713,45 to $701,736.01.

The major items causing the overruns on this project are Item 3, General Excavation, which is increased 44,701 cubic yards for a cost of $30,396.68, Item 4, Disposing of Excess Material, which is increased 77,163 cubic yards for a cost of $25,463.79, and Item 32, Coarse Crushed Base, which is increased 5,400 cubic yards for a cost of $17,550.00. Additional overruns in minor items increase the major overruns listed above by some $3,094.40 for a total anticipated overrun of the contract items of $76,504.87. Approved work orders in the amount of $41,448.17, engineering authorization in the amount of $40,868.51, engineering overrun in the amount of $21,856.00, pending Price Agreement for further slide removal in the amount of $11,309.29 and allowance for future contingencies in the amount of $9,579.75 brings the total current estimated project cost to $701,736.01.

This contract was awarded in August, 1957 and grading work began that fall. The job has laid over both the winters of 1957-1958 and 1958-1959. During the winter of 1957-1958, heavy slides occurred behind the cut slopes near ~~behind~~ the new Portland Zoo. As a corrective measure, these slopes were benched and flattened and the high slopes southerly of the highway were flattened to prevent similar failure here. These corrective measures resulted in the overruns of Items 3 and 4 listed above. During the winter of 1958-1959, massive earth movements occurred throughout the entire project which resulted in the execution of a number of work orders aimed at preventing further damage or correcting the existing damage. Mainly, they were for subsurface exploration and drainage work, attempts to relieve loads and pressures at the tops of failing slopes, and actual slide damage repair.

NOTED
FORREST COOPER

The excessive length of this construction project coupled with the great amount of extra engineering work necessary due to numerous restaking and remeasuring maneuvers has resulted in the anticipated engineering overrun contributing to the overall project overrun.

We recommend submission to the Commission of the enclosed report for their approval.

Tom Edwards
Construction Engineer

By FB Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

NOTED
FORREST COOPER

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AUG 2[illegible] 1959

Form No. E-372—10M—7-55

FOR U-318(3)

U-318 (3)

OREGON STATE HIGHWAY DEPARTMENT

# Report on Expected Over-run of Project Authorization

| | | | |
|---|---|---|---|
| Project Name | HIGHLANDS INTERCHANGE SECTION | Date | June 8, 1959 |
| Highway | Sunset 5025 | Contract No. | 5025 |
| County | [illegible] | Kind of Work: Grading & Paving | Contractor: C.T. Parker Const. Co. |
| Contract Amount | | | $506,545.40 |

Expected over-runs and under-runs in contract items:

Major items, itemized:

| | Quantity | | Unit Price | Amount |
|---|---|---|---|---|
| Item 3 Gen. Exc., Incl. [illegible] | 44,721 | C.Y. | 0.66 | $[illegible] |
| " 4 Disposing of Excess Mat'l. | 77,163 | C.Y. | 0.33 | 25,463.79 |
| " 32 Coarse Crushed Base " | 5,400 | C.Y. | 3.25 | 17,550.00 |

| | | |
|---|---|---|
| Minor items, unitemized algebraic total | $ +3[illegible]4.40 | |
| Subtotal | | $76,384.87 |
| Approved work orders (Price, extra work and state force orders) | | $41,44[illegible].17 |

Expected over-runs and under-runs in work orders:

Major items, itemized:

| | Amount |
|---|---|
| Horizontal & Vertical Drains | $234.00 |

| | | |
|---|---|---|
| Minor items, unitemized algebraic total | $ - 690.98 | |
| Subtotal | | $ - 456.98 |
| Authorization for engineering | | $4[illegible].51 |
| Expected over-run or under-run of engineering authorization: 8% of work remaining | | $21,[illegible]96.00 |
| Costs not included above (explain): Unapproved PA for slide removal & Add'tl. [illegible] | | $12,309.39 |
| Allowance for future contingencies (4 % of work remaining) | | $9,579.75 |
| Credits to come from transfers and deductions | | $0 |
| Present estimate of project cost | | $701,736.01 |

Brief Statement of principal causes of over-run:

Winter damage from surface slides and earth movement which have made construction repair work necessary.

**INSTRUCTIONS**

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

| | |
|---|---|
| Project authorization | $633,713.43 |
| Present estimate of project cost | $701,736.01 |
| Expected over-run (Amount) | $68,022.58 |
| Expected over-run (per cent) | 10.7 |

Space to right of this line is for use of Salem office.

Submitted by: John H. Burton
John H. Burton, Resident Engineer

Confirmed by: A.V. Benedict
Assistant Division Engineer

Noted by: [illegible]
FIELD Construction or Bridge Engineer

Noted by: [illegible]
Deputy or Assistant State Highway Engineer

State Printing 06719

FORM E-123-X

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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JUN 10 1959
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U-318(3)

NOTED
W. C. WILLIAMS

June 2, 1959

Mr. Charles Parker
Parker-Schram Company
200 Builders Exchange Building
Portland 4, Oregon

RE: Highlands Interchange Section
Sunset Highway
Contract No. 5025

Dear Sir:

Reference is made to your discussion with Mr. Cooper late last week and a subsequent discussion between you and myself regarding the proposed project for slide correction along the north side of your Highlands Interchange project which you currently have under contract.

As you are aware, we have developed plans for doing this corrective work with the intention of letting this work on contract after your present grading, paving and structural job was completed. It is my understanding, gained from our conversation, that letting of the job at an early date would not be objectionable to you and would not do you material damage provided that work days were not counted on your contract number 5025 until completion of the proposed slide correction job had progressed to such a point as to permit you to work on contract number 5025 without conflict.

It is anticipated that the contract for the slide correction on this section can be contracted by July 21 or August 11, and that such contract would be for thirty working days.

Will you please give us an early reply to this letter so that we may proceed with the letting of this job if such is agreeable to you on the above basis.

WCW

Very truly yours,

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

R[illegible]D
[illegible] 1959
OFFICE OF
[illegible] ENGINEER

LHY:fp
cc Forrest Cooper
Lloyd Shaw
R. L. Porter

Salem, Oregon
May 29, 1959

Highlands Interchange
project

Mr. Tom Edwards
Construction Engineer
OFFICE

Comes now, Charles Parker with the following comments on the Highlands Interchange project. Mr. Parker states that in order to do the corrective work which we are planning (slides, et cetera) we will have to contract about a $130,000 project. It is Mr. Parker's thinking that, if he completes his present job which would be followed by the corrective work, there will be considerable loss and we would be in something of a mess in places.

Mr. Parker has suggested that we investigate the following:

Stop the clock on him. Award a contract for the corrective measures (which he would hope to get) and then complete the work under his present contract. Mr. Parker states that, if he were not the successful bidder on the other job, he would be willing to wait without asking a penalty until the other contract was completed and out of the way. He also stated that he would cooperate with the successful bidder.

Mr. Parker's offer, in common with all of his acts, is made in the public interest.

Will you please make an evaluation of this matter immediately and give me a report and recommendation as to how to proceed. I believe that, in fairness to Mr. Parker, you should keep him informed.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. Williams

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5025

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 13, 1959

SUBJECT: Water Mains
Highlands Interchange
Sunset Highway
5025

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Enclosed find Order For State Force Work in the amount of $160.82 representing a negotiated settlement between the State Highway Department, the West Slope Water District, and the contractor on subject project, C. T. Parker Company, for payment of damages to water mains owned by the West Slope Water District occurring during the grading of this project.

The West Slope Water District has presented three claims on which settlement is to be made as follows:

1. A broken water valve which cost $103.13 to repair will be paid for by the contractor.

2. A broken water main broken by a backhoe during excavation cost $390.56 to repair. The contractor has agreed to pay for this repair work.

3. A split main which occurred near the Portland-bound entrance ramp from the interchange structure and which showed up seven hours after the contractor's equipment had left the job for the weekend was originally billed at $573.60. Adjustments for water pumping charges were made and it was scaled down to $482.46. It was felt that a three way responsibility existed in that the main had slightly less than the prescribed amount of coverage below the existing pavement elevation, and that the contractor had been inadequately advised of its presence at that point, and, further, that the contractor had shown carelessness in the handling of heavy equipment in the area where the main was located. It was therefore agreed that the three parties concerned would split the costs of the repair of this main. Under this plan, the State assumes an obligation of $160.82, the amount of the enclosed State Force Order.

Your approval is recommended.

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APR 15 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Tom Edwards
Construction Engineer

By F B Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

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# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
March 16, 1959

To: Mr. Leonard I. Lindas
Chief Counsel
Office

SUBJECT: Highlands Interchange
Sunset Highway
Contract No. 5025

I hand you herewith a copy of our correspondence file, resident engineer's weekly reports and other pertinent data relative to possible litigation with the City of Portland concering responsibility for the slide of the Zoological Gardens above our Highlands Interchange. This file dates from our first correspondence at the inception of our work to recent date.

As you are no doubt aware, the Highlands Interchange was built at the request of the City of Portland and conformed quite closely with their suggested design. We did have to make some modification in their design which resulted in an additional lane on the northerly side in order to comply with necessary standards.

It appears from all the information at hand and seems the consensus of opinion that the City of Portland contributed greatly to this slide condition by their construction activities in the Zoological Gardens. They were warned by our people that this was a slide area, but did not appear to be too concerned until this last fall when actual movement was detected in some of their buildings.

The pattern of their earthwork was essentially to excavate in the more northerly portions of the area to be improved and to bring this material down and perch it above the highway roadbed in such a manner that it surcharge an already incipient slide.

I hand you herewith a set of cross sections which illustrate this procedure. It indicated that we removed 46,500 cubic yards from the toe of the slide while the City of Portland was super-imposing some 61,500 cubic yards of material at the top of the slide. Also forwarded herewith for your information is a set of the City's plans for the Zoological Gardens. This material is being furnished you at this time so that you might familiarize yourself with the problem in the event the City of Portland decides to sue us.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp
Enc.
cc Forrest Cooper

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TELEPHONE 3-6629

**KEITH E. ANDERSON**
ENGINEER - GEOLOGIST
415 IDAHO BUILDING - P.O. BOX 1411
BOISE, IDAHO

February 10, 1959

NOTED
W. C. WILLIAMS

Mr. W. C. Williams
State Highway Engineer
Oregon Highway Department
Salem, Oregon

Dear Mr. Williams:

This letter supplements somewhat my telephone call today relative to the possibility of your needing outside consultants in the event of litigation over the landslides in the Portland zoo area.

My work as a consultant is limited to groundwater, drainage, and irrigation studies and as such has included landslides and related groundwater conditions. Prior to establishment of my own practice, I was for a number of years employed as Regional Drainage and Groundwater Engineer for the Bureau of Reclamation in the Pacific Northwest states.

My practice is generally in the northwestern states, Hawaii, and Alaska and clients include such organizations as the Pacific Northwest Pipeline Corporation, Idaho Power Company, Hawaiian Pineapple Company, municipalities, consulting engineering firms, and attorneys.

I am a graduate geologist and currently registered as a Civil Engineer in the states of Idaho, Oregon, California, Nevada and the Territory of Hawaii. You may be acquainted with Mr. Lee McAllister, Area Engineer for the Bureau of Reclamation in Salem. I can refer you to him for additional personal information on my background and qualifications.

If I could be of service to your department on this or other matters, please feel free to let me know.

Sincerely yours,

Keith E. Anderson

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OFFICE OF
STATE [illegible] ENGINEER

FORM E-123 5M 10-58

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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

NOTED
W. C. WILLIAMS

February 10, 1959

IN REPLY PLEASE REFER TO

Mr. Alexander G. Brown
City Attorney
City Hall
Portland 4, Oregon

Re: Portland Zoo Earth Slide

Attention: Mr. Marian C. Rushing

Dear Mr. Rushing:

Your letter of February 6, wherein you return an invoice of this Department, No. 59137, and further state that the City of Portland is going to look to the State Highway Department for reimbursement for expenditures by the City in attempting to stabilize an earth slide in the vicinity of the Portland Zoo, received.

After a consultation with the officials of this Department you are herewith being notified that the State Highway Department accepts no responsibility or liability for the earth slippage at the Portland Zoo location.

If, in fact, the earth slippage, to which you refer, was caused by the construction of the Highlands Interchange, I call your attention to the fact that this Interchange was constructed at the behest of the City of Portland and in accordance with the plans submitted by the City of Portland.

In any event this Department will assume no responsibility or liability of the slide to which you refer and, of course, will not recognize your demand for reimbursement for expenditures made by the City in attempting to stabilize the slide.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:hg

# EXCERPTS
# from the
# MINUTES
# of the
# STATE HIGHWAY COMMISSION
# Re
# SUNSET HIGHWAY
# HIGHLANDS INTERCHANGE
# MULTNOMAH COUNTY

Volume 41 - Part 1
Page 26521

Portland, Oregon
June 4, 1956

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Queens Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds. Commissioner
M. K. McIver, Commissioner
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Mr. R. H. Baldock, State Highway Engineer, was excused on account of illness.

**********

Page 26551 - Para. 4

The Commission considered a resolution passed by the City Council of Portland requesting construction of roads leading to and from S. W. Canyon Road to provide adequate access to the Zoological Gardens, the Oregon Museum of Science and Industry, the West Hills Pitch and Putt Golf Course, the Hoyt Park Arboretum, and the Highlands Access Road. The Deputy Engineer commented that while no funds are immediately available for the improvement requested plans for the same are being included in the proposed five-year program. He estimated that improving the highway in this area and construction of the necessary grade separation structure would cost approximately $463,000. The Commission instructed the Secretary to inform the City that the project will be considered if and when Federal funds become available to finance it.

**********

Sunset Highway - Highlands Interchange (Cont.)

Volume 41 - Part 2
Page 26916

Portland, Oregon
August 17, 1956

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Queens Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
Robert L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

(Mr. C. W. Enfield, Chief Counsel, was excused on account of military duty.)

**********

Page 26921 - Para. 1

A delegation representing the Portland Zoo Commission and the Oregon Museum of Science and Industry came before the Commission regarding improvement of a section of the Sunset Highway (Canyon Road) adjacent to the Zoological Gardens. The following people were present, all from Portland: Harry Buckley, Superintendent of Parks, Zoo Commission; Edward M. Miller, Zoo Commission; Don Ostensoe, Chairman, Zoo Commission; Jack Marks, Director of the Zoo; Abbott Lawrence, Architect of the Zoo; Ernest Tucker, Architect of the Zoo; Max Sagner, Zoo Commissioner; Ron Moxness, Oregon Museum of Science and Industry; Dr. Walt O. Hanson, Zoo Commission; Dave Thompson and Dr. Frank B. Queen, Zoo Commission. Mr. Buckley was spokesman for the group. He presented a letter signed by Mr. Ostensoe containing statistics as to estimated attendance at the zoo and the museum, and urging construction of an overpass and the necessary connecting roads at an early date. The development of this cultural center, he said, will greatly increase the amount of traffic into and out of the center, as well as on the highway leading to it, and he urged construction of the overpass in advance of other contemplated improvements on Canyon Road. He estimated that the zoo would be opened to the public in August, 1957 and that the museum and the golf course most likely will be completed and opened to the public at that date or earlier. Models of the zoo gardens and the museum were exhibited, and the Commission was advised that the cost to construct the facilities is estimated at $4,000,000. Mr. Ostensoe urged early action for the sake of the safety of visitors to the new facilities. Chairman Chandler advised that the Commission on the previous day adopted a two-year program for the new Federal monies that are available and approved a certain amount to pay for right of way along the section concerned. He suggested the transfer of $400,000 of such amount to finance construction of the overcrossing project as requested. Commissioners Reynolds and McIver approved the suggestion, and it was so ordered. Mr. Ostensoe commented that the City of Portland owns some land at the location of the overpass which very likely will be made available to the Commission when it is needed.

**********

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# Cit Blames State

## Reply Made To Mayor's Charges

The city of Portland today appropriated $100,000 in an attempt to stop slippage at the new zoo site off SW Canyon road, and blamed the state highway department for causing the trouble.

Mayor Terry Schrunk directed the city attorney to inform the highway department by letter that it will be held responsible for paying the costs of stopping the sliding.

The charge that the state is responsible, however, met immediate objection from W. C. Williams, state highway engineer.

**"OUR DEPARTMENT** is reluctant to start a controversy, but we don't believe the mayor's remarks are justified. We don't know what caused the sliding," Williams said.

The city council, in emergency session, directed that $100,000 be taken from water bureau funds to pay for the drilling of up to 200 wells to drain off underground water said to be causing the earth slippage. The money is a loan to the zoo fund at 3 percent interest "repayable if necessary from appropriations in the next fiscal budget to be repaid on or before July 1."

The council hopes that the state will pay for the wells so that the loan can be repaid with state money instead of with city money from one of the other city funds.

**SCHRUNK** claimed the state caused the sliding by removing a quantity of dirt below the zoo hillside site in widening of SW Canyon road. Ironically, the widening was for an overpass of Canyon road to accommodate visitors to the new $4,000,000 zoo.

Williams said that the excavation for the overpass may have caused the area to start sliding, but he added that he does not believe anyone should make accusations until further studies are made.

Williams continued that he

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Williams said that the excavation for the overpass may have caused the area to start sliding, but he added that he does not believe anyone should make accusations until further studies are made.

Williams continued that he does not believe the Canyon road project, itself, is at fault because no trapped water has been found in the Canyon road right of way.

**HE POINTED** out that state plans had been approved by the city and the zoo and he called for "cooperative work to cure the problem" and a halt to "accusing each other."

City Commissioner Ormond Bean intends to consult with his engineers next week about prospects of resuming construction on the hay barn and entrance building at the zoo. Construction of both was suspended by Bean last month when the sliding threatened to destroy them.

*(Also See Story on Page 3)*

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# ate for Zoo Slippage

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FEB 9 1959
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U-318(3)
5025

File

OFFICE OF CITY ATTORNEY
CITY HALL
PORTLAND 4, OREGON
ALEXANDER G. BROWN
CITY ATTORNEY

February 6, 1959

State Highway Commission
State Highway Building
Salem, Oregon

Attention: Milo K. McIver, Chairman

Gentlemen:

We return herewith invoice of the State Highway Department No. 59137 dated January 29, 1959.

This bill has been rendered to the City in connection with certain work done by the State Highway Department in an effort to stabilize soil conditions at the new Portland Zoo. We are informed that the earth slippage at the zoo site above Canyon Road, has resulted directly from the engineering and operations of the State Highway Department in connection with the widening of S. W. Canyon Road, and the removal of the toe of the slope on the north side, thereby depriving the earth above the widened strip of adequate lateral support.

We do not recognize any city liability in connection with work done by the State Highway Department to stabilize the soil at the zoo site, and consider this your responsibility. In this connection we wish to call your attention to the fact that the City Council this date has authorized the City to enter into a contract with the Tualatin Valley Drilling Company to proceed with a project designed to halt or retard further soil and ground slippage at the zoo site.

The City of Portland will look to the State Highway Department for reimbursement for these expenditures and any other incurred for the purpose of mitigating additional damages to the zoo property, as well as damage to site and structures resulting from the earth slippage.

As soon as the work of Tualatin Valley Drilling Company

[illegible]
[illegible]

is completed, we shall inform you of the total cost. We hope that this project will prove successful and that further measures in mitigation of damages will not be necessary.

Very truly yours,

Marian C. Rushing

MARIAN C. RUSHING
Chief Deputy City Attorney

GDL/fg
encl

RECEIVED
FEB 9 1959
OREGON
STATE HIGHWAY COMMISSION

JM—11-58

**INVOICE**

# Oregon State Highway Department

**SALEM, OREGON**

*Invoice No.* 59137

*Date* January 29, 1959

*Your Req. No.*

*Billing Request No.* MD 6533

*Credit Distribution:* see below

City of Portland
City Hall
Portland, Oregon

Attn: Harry B. Buckley

---

Re: request of Mr. Harry B. Buckley, Superintendent of Parks, of Mr. Lloyd P. Shaw for the Oregon State Highway Department to furnish drilling equipment and personnel for exploratory work at Portland Zoological Gardens.

| | |
|---|---|
| Labor | 573.30 |
| Vacation, sick leave and Ind. Acc. Ins. | 58.59 |
| Equipment Rental | 105.00 |
| Gas and Misc. Expense | 80.00 |
| Overhead and supervision | 81.69 |
| State contribution to retirement | 22.93 |
| State contribution to social security | 14.33 |
| Total | $935.84 |

| | |
|---|---|
| 26-1407-900 | 816.89 |
| 4811-100 | 81.69 |
| 5901-831 | 22.93 |
| 5901-840 | 14.33 |

STATE PRINTING 16066

# 1st Wells At Zoo Under Way

First of a series of 60 to 80-foot-deep wells to drain off underground water causing the earth sliding at the Portland zoo were being drilled today.

Last week, the lower part of the zoo slipped from 1/6 to ⅜ inches a day, Engineer Irv Olsen of Dames & Moore told the council. The soils engineering firm was hired by the city to seek the cause of the sliding.

"There's no assurance that this thing is slowing down," Olsen told the council. "We've got to lower the water level as fast as possible."

**HE SAID** it may be a "matter of weeks and months before the drilling is fully effective" but that every foot the water is lowered contributes to slowing the slide.

The southeast corner of the Oregon Museum of Science and Industry, on the zoo site, shows "signs of distress" from the earth slippage, Olsen said.

Harry Buckley, city park superintendent, said the zoo commissary building has moved three inches downhill in the last 10 days and one corner has settled an inch, although there are no cracks in the structure.

**THE DRAINAGE** wells, to be connected by underground tunnels which will collect and deliver the water to sewers, are being drilled, not in the slide area, but above.

They will intercept the water causing the trouble—water "which comes from natural drainage on the hillside above," Engineer Ben Morrow told the council.

Morrow, retired city water bureau engineer, is a member of the four-man committee of engineers appointed by City Commissioner Ormond Bean to study the cause of the sliding.

**OLSEN** told the council that the quantity of water is not great—just enough to lubricate the clay earth, mass which is slipping over the bedrock 70 feet below.

In charging the state highway commission with responsibility for the damage, Mayor Terry Schrunk called for a meeting between city and state officials to discuss the matter.

City Commissioner William Bowes predicted the city's claim would wind up as "a lawsuit and a long one."

**TO BEAR** out Bowes prediction, City Commissioner Ormond Bean revealed that the highway department already has denied to the Oregon Museum of Science and Industry any responsibility for the sliding.

Additional evidence of the state's position, Bean said, was a $935 bill the city has received from the highway departments for the drill it has had on the zoo site digging test holes to determine the cause of the slippage.

The city hired Dames & Moore to investigate and drill as well and the cost of the engineering firm's studies will

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The city hired Dames & Moore to investigate and drill as well and the cost of the engineering firm's studies will be between $1500 and $2000, Bean estimated.

**TUALATIN** Drilling Co. was hired by the city to dig the drainage wells "at a cost plus 15 percent basis," according to the ordinance authorizing the contract.

No bids were asked for the work "due to the emergency situation" and because Tualatin owns the only rig in this area "capable of drilling holes of the necessary size and depth," the ordinance explains.

Oregon Journal
Third Front Page
PORTLAND, OR., FRIDAY, FEB. 6, 1959

on Journal

ublished in the Interests of the Pacific Northwest and Its People

PORTLAND, OR., FRIDAY, FEB. 6, 1959 28 PAGES PRICE 5c

# City Claims Zoo Costs State Fault

Blame for the slipping Portland zoo was placed at the door of the state highway department as the city council met in emergency session today to appropriate money to save the $4,000,000 installation.

**THE COUNCIL** was to allocate $100,000 to pay for the drilling of up to 200 wells for draining off underground water which is causing the earth slippage.

Mayor Terry Schrunk late Thursday directed the city attorney to inform the highway department by letter that it will be held responsible for paying the costs of stopping the sliding.

**BECAUSE** of the urgency of starting the well drilling to stop the sliding, the council was to authorize drawing of $100,000 in water bureau funds to pay for the work.

The money was to be "borrowed" from the water bureau and ultimately paid back by the state highway department or from a city fund other than water if the cost of the wells is not recovered from the state.

Schrunk asserted the state caused the sliding by removing a quantity of dirt below the zoo hillside site in widening of SW Canyon road.

Ironically, the widening was for an overpass over Canyon road—an overpass paid for by the state for the accommodation of visitors to the city zoo.

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FEB 5 1959
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U-319(3)

5025

February 4, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 234 and 235 covering additional drilling for horizontal and vertical drains on the Highlands Interchange Section of the Sunset Highway in Multnomah County, Contract No. 5025, in connection with Federal Aid Project No. U-319(3).

Additional drilling and drains are necessary to drain and stabilize slopes and to release sub-drainage waters. Orders in the amount of $12,084.30 have been approved. Water conditions on this section are extremely bad.

Your approval of the increased authorization in the amount of $7,915.70, under the provisions of PPM 21-6.3, is requested.

The total estimated amount of the order is $20,000 with Federal Participation of $14,000.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

RECEIVED
FEB 5 1959
FOR FILING
U-318(3)
5025

February 4, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering falling trees in moving slide area on the Highlands Interchange Section of the Sunset Highway in Multnomah County, Contract No. 5025, in connection with Federal Aid Project No. U-318(3).

Trees on the moving slide area were in danger of falling on the highway. As an emergency measure to prevent the trees falling and to help relieve pressure on the slide area, the contractor was asked to do the falling.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

RM E-30 50M 6-58 13046

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
JAN 22 1959

NOA-4

January 21, 1959
Salem, Oregon

SUBJECT: File No. 28943
Highland Interchange Sec.
Sunset Hwy.

To: Floyd Query, Sec.
Oregon State Hwy. Commission
OFFICE

Attached in duplicate is Grant of Access to Lina Adams across the property he is acquiring from the Prebles. This Grant of Easement is in accordance with the option the Commission agreed to accept for $60,000.00 at the Commission meeting of December 11th. See Agenda Item 1-B-8. We, however, do not especially find in the resume or agenda that the Commission specifically agreed to this 10 foot easement along the East line of the property. Lina Adams was the former owner and still owns adjacent property.

If the Commission approves the document and executes the same, please return the original copy to this office for processing in connection with the closing and payment of the Preble transaction.

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

EFS:blr
enc. Grant of Access(2)

NOA

The Oregon Museum of
**SCIENCE and INDUSTRY**

J.C. STEVENS, President Emeritus

4015 S. W. Canyon Rd., Portland 1, Oregon CA 3-0747

January 19, 1959

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

You are, of course, aware of the dangerous slide condition created in the area of the new Portland Zoo by the construction work of the Oregon State Highway Commission.

As you know, the Oregon Museum of Science and Industry has constructed a building, having a value in excess of $600,000, on the property adjacent to the new Zoo and in the area affected by these slide conditions.

This letter is to give you formal notice that in the event the building or property of the Oregon Museum of Science and Industry is damaged as a result of the slide conditions caused by the activities of the Oregon State Highway Commission, the Oregon Museum of Science and Industry will hold the Highway Commission liable for any and all such damage. We urge the Highway Commission to make every effort to remedy the situation so that damage will not occur.

Very truly yours,

Douglas P. Huegli

Douglas P. Huegli
Museum Director

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JAN 20 1959
OREGON
STATE HIGHWAY COMMISSION.

A non-profit, educational organization dedicated to the advancement of science and industry through the youth of [illegible]

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FOR FILING

4-312(3)

5025

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

5025

Portland, Oregon
December 9, 1958

+ R. P

SUBJECT: ✓ File No. ~~25862~~ 28943- - Preble
Highlands Interchange Section
Sunset Highway
Multnomah County

To: Mr. R. L. Porter
Right of Way Engineer
Salem, Oregon

Attached hereto are plat maps of the Wilbur F. and Fay Boyer Preble property as deeded to the Prebles.

Our proposal to elliminate the undesirable covenants of the deed from Adams to Preble would be to:

1. Deed the 12-foot driveway easement to the Adams estate.
2. Deed to the Adams estate all of the shaded area on the North boundary of the property. This is proposed for two reasons. The first being to get all the utilities serving the Adams estate off of the Preble land. The other reason being to straighten the property line and confine it to all of Block 1, The Highlands, Plat No. 1.
3. That there be deeded to the Adams estate the 10-foot sanitary sewer easement shaded on the East boundary of the property under the terms of the option.

This, of course, involves either the inclusion of all the existing covenants in the deed from Preble to the State or the ellimination of these covenants by the Prebles' deeding to the Adams estate previous to their deeding the remainder to the State of Oregon. It should be noted that the land south of the existing driveway could not be deeded out of the Preble property with the existing house remaining on the land as the house materially encroaches on this said land.

John K. Scott
JOHN K. SCOTT

JKS:jl
Enclosure: Maps of Preble property

NOTED
W. T. WRIGHT

NOTED
PORTER

E8

Oregon State Highway Department

Federal Aid
Project No. U-318(2)

11-24-58

## HIGHLANDS INTERCHANGE SECTION OF THE
## SUNSET HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for modification of project agreement, revised to include additional right of way parcels necessary to complete the construction project. Based on estimated cost of lands, damages and other Rights of Way expenses.)

Salem, Oregon, November 24, 1958

Type Code R.O.W.
Right of Way (Sta. 101+00 to Sta. 130+00)

| | | |
|---|---|---|
| Rights of Way | All Required | $175,240.00 |
| | Subtotal | $175,240.00 |
| | Acquisition Expense | 8,760.00 |
| | Total | $184,000.00 |

Length of Project 0.548 Mile

| | |
|---|---|
| Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | $113,700.00 |
| State Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 70,300.00 |
| | $184,000.00 |

State Funds for Const.: Chap. 175, laws 1917
Chap. 31, laws 1920
Chap. 529, laws 1939

State Funds for Maint.: Chap 529, laws 1939

When replying, refer to:
08-35.7

November 12, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter
Right-of-Way Engineer

Dear Sir:

It has been brought to my attention that two properties, identified as parcels #25883 - Rosenfeld and #25882 - Preble, will probably be the subject of a request by the State of Oregon for a revised project agreement for Project U-318(2), Highlands Interchange. This potential revision is a result of a slide condition affecting these ownerships.

As a result of the above information, the appraisals of Mr. Draper and Mr. Kolberg covering these ownerships were examined. Neither of the above appraisals contain sales data and it is requested that this information be added in order that the values assigned to each property will be better supported.

Before we can consider an amendment of the project agreement it will be necessary that the above information be included with the appraisals.

Very truly yours,

C. G. Polk
Division Engineer

By:

E. H. Cowan
Acting Division Engineer

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When replying, refer to:
08-35.8-D
[illegible]

5327

November 19, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-318(3), Highlands
Interchange, Order for State Force
Work, Second Authorization,
Installation of Horizontal Drains.
Estimated Total Cost $12,084.30,
Federal Funds $7,250.00

Dear Sir:

Your letter of November 12, 1958 requested approval of State force account work in the installation of horizontal drains.

As the contractor is neither properly equipped nor staffed to perform this type of work, while the State has trained crews and special equipment to perform the work most economically and, also, because the amount of work is too small to warrant a separate contract, we are approving the use of State force as being in the public interest.

It is understood that the total cost mentioned above includes the estimated cost shown in our letter dated February 26, 1958, which authorized the first installation of horizontal drains on subject project.

Very truly yours,

C. G. Polk
Division Engineer

orig to
[illegible]

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| S-318(3) |
| |
| 5825 |

November 12, 1958

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work Nos. 234 and 235, second authorization, on horizontal drilling on the Highlands Interchange Section of the Sunset Highway in Multnomah County, Contract No. 5825, in connection with Federal Aid Project No. S-318(3).

An Order for State Force Work covering this work was approved by the Bureau of Public Roads on February 26, 1958, in the amount of $2,084.30. This second authorization is made necessary due to the general breaking of slopes and water conditions far beyond expectations.

Your approval of the increased authorization in the amount of $10,000.00 under the provisions of PPM-21-6.3 is requested.

The total estimated amount of the order is $12,084.30, with Federal participation of $7,250.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.
DBP:cr

X 50M 2-57

RF Forrest Cooper

COMMISSIONERS

CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 29, 1958

Hon. Robert D. Holmes
Governor of Oregon
207 State Capitol
Salem, Oregon

Attention: Harry R. Swanson, Jr.

Re: Files R-25582 & R-25883
Highlands Interchange
Sunset Highway
Multnomah County

Dear Sir:

The Highway Commission, by contract, is presently constructing what is known as the Highland Interchange Section on the Sunset Highway. This facility is primarily designed to provide a safe and expeditious traffic flow to the Portland Zoo area.

Within the last six weeks, settlement and sliding has taken place on properties belonging to A. V. Rosenfeld and Wilbur F. Preble. The properties of Mr. Rosenfeld and Mr. Preble are located high on a sidehill near S. W. Highlands Road and are also adjacent to the construction of a portion of the Highlands Interchange.

During the past year portions of both properties, amounting to 43,250 square feet, from what is now the Preble property and 0.15 acre of the Rosenfeld's property were acquired for rights of way for the Highlands project. The real property necessary for right of way was acquired from Preble's predecessor by a negotiated settlement in the sum of $7,500, which sum included the value of the land taken and the damages to the remainder. The right of way necessary from the Rosenfeld property was acquired by a condemnation action and the just compensation was assessed by the court in the sum of $8,500, which sum likewise included the value of the property taken and a severance damage to the remainder.

When the above mentioned movement commenced the houses began to settle and it now appears that the houses are structurally insecure.

Just what has caused this movement has not been easy to determine. The Highway Commission's Engineering Department is not, at this time, certain as to just what may have caused this disturbance. However, it is felt that, because this settlement and sliding occurred during the dry season, the Commission's activities may have at least contributed to the trouble.

The factual situation undoubtedly could give rise to a cause of action by the property owners against the Highway Commission in what is termed an "inverse condemnation proceeding", for the "taking" of their property as a necessary consequence of the construction of the highway. Unless other evidence is discovered as to the cause of the subsidence no proper defense to the action could be raised. Rather than forcing the property owners to institute such action, the Commission has directed that negotiations be commenced to acquire the properties, if an amicable settlement can be reached, and to institute appropriate condemnation proceedings if otherwise.

In order to compensate these people in a just and proper manner, the State Highway Department has had two independent, or fee, appraisals made on each property. The State's highest appraisal on the Rosenfeld property is $54,000; and on the Preble property, $53,500. Efforts have been made through the Highway Right of Way Department to attempt to reach a settlement with these people on the basis of the above mentioned appraisals but, as yet, we have not been able to negotiate a settlement. At this time, I might mention that in the Rosenfeld condemnation case Mr. Rosenfeld introduced into evidence the testimony of two expert appraisers who testified that the value of the entire Rosenfeld property prior to the condemnation, which was filed on August 27, 1957, was between $52,500 and $57,500. If we subtract from the above amounts, which Mr. Rosenfeld's witnesses claimed the property was worth prior to our condemnation, the sum of $8,500 which was awarded by the Court, it would appear that upon our paying to Mr. Rosenfeld a sum from between $44,000 to $49,000 we would have, according to his own evidence, paid him just compensation for his entire property.

The Rosenfeld residence is a new one story rambling type of dwelling which contains approximately 3,200 square feet of floor area. It is situated on about a two acre site and is well landscaped and developed.

The Preble property consists of approximately 3.7 acres of highly landscaped grounds which are improved with a two story residence with basement. The first floor contains approximately 2,500 square feet, 2,300 square feet on the second floor, 450 square feet of servants quarters and approximately 440 feet of garage area. While the house is not new, it has always been maintained in excellent condition and has been improved from time to time so as to keep it in a thoroughly modern and up to date condition.

It is my understanding that both Mr. Preble and Mr. Rosenfeld apparently feel that they should be compensated in an amount to cover all items of expense that they have incurred in connection with their cost of acquiring and improving their property and believe that they will not be fairly treated if the State merely offers them the market value of their property.

While the Supreme Court of Oregon has held many times that an owner is entitled to receive just compensation from the State for the taking of his property they have also stated that the just compensation must be measured by the fair cash market value of the property at the time of the taking, based on what a willing buyer, not forced to buy, would pay to a willing seller, not forced to sell, and with both parties being fully informed as to all of the particulars.

Just what amount of money would be acceptable to these respective parties, for a settlement, is not known as they have both spoken of figures varying from $75,000 to $90,000. Attorneys representing both parties appeared before the Highway Commission on October 24, 1958, to present their clients' views with respect to the values of their properties based upon the sums they have invested. Thereafter, the Commission instructed the Right of Way Department to again attempt to negotiate a settlement for the acquisition of the properties concerned at the best prices possible and then to contact the Commission for further consideration. Negotiations are presently continuing on that basis.

If, in the effort to keep this report concise, I have not elaborated sufficiently on all of the details, I will be most happy to give you such other information as we may have.

Respectfully yours,

L. I. LINDAS
Chief Counsel

GER:br
cc: Forrest Cooper
R. L. Porter

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OCT 29 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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11-318 (3)

5025

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FOR FILING

NOTED
H. GLASSYER

October 24, 1958

10:30 a.m. delegation - Henry Carey, Jr Attorney, Portland, re Preble landslide and ~~John Kendall, Attorn~~ey, Portland, re Rosenfeld landslide

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MCIVER: Henry Carney?

CAREY: Commissioners, gentlemen, my name is Henry Carey. I'm appearing on behalf of Mr. Wilbur Preble. I understand this is a somewhat unusual procedure, perhaps, (can't understand) I have and I appreciate the opportunity to appear. In my conversation with Mr. Lindas this morning me that the Commission is aware of Mr. Preble's problems. His residence is adjacent to the new zoo in Portland and as a result of the excavation provided by the State Highway Commission's contractor there has been a substantial slide resulting in tremendous damage to the house. In fact, the Commission has asked Mr. Preble to vacate the premises because there's considerable danger. If I may I'd like to pass some pictures to the Commission to get some idea of the approximate (can't understand). That picture you're looking at, Mr. Fridley, was taken from the back side of the house looking toward the road that comes up from the construction. The highway would be to the left down below.

(Commission looks at pictures)

It is my understanding from Mr. Lindas that the State is prepared to purchase the property. The property is to be condemned and there isn't any question as to liability. The only question which I can properly discuss is that of valuation. An appraiser of the State has come in, as you undoubtedly know, and offered us $53,000. I would like to make as strong a plea as I can for Mr. Preble that in all justice he should be entitled to sufficient compensation to entitle him to buy a home. Certainly I don't suppose that there's a possibility that they can pay enough to replace that house, its location. The insurance adjustor in this case, the value of the house itself, the replacement value at $80,000. They ignored the land itself. This house has an independent water supply. It comes out of a reservoir in adjacent property. It has Bull Run water and this other independent water supply. The entire lot is sprinkler, 120 sprinklers, the basement of the house has a sprinkler system, an automatic sprinkler system, a sprinkler system across the roof

11-318 (3)
5025

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OCT 31 1958
FOR FILING

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NOTED

October 24, 1958

10:30 a.m. delegation - Henry Carey, Jr Attorney, Portland, re Preble landslide and John Kendall, Attorney, Portland, re Rosenfeld landslide

---

**MCIVER:** Henry Carney?

**CAREY:** Commissioners, gentlemen, my name is Henry Carey. I'm appearing on behalf of Mr. Wilbur Preble. I understand this is a somewhat unusual procedure, perhaps, (can't understand) I have and I appreciate the opportunity to appear. In my conversation with Mr. Lindas this morning me that the Commission is aware of Mr. Preble's problems. His residence is adjacent to the new zoo in Portland and as a result of the excavation provided by the State Highway Commission's contractor there has been a substantial slide resulting in tremendous damage to the house. In fact, the Commission has asked Mr. Preble to vacate the premises because there's considerable danger. If I may I'd like to pass some pictures to the Commission to get some idea of the approximate (can't understand). That picture you're looking at, Mr. Fridley, was taken from the back side of the house looking toward the road that comes up from the construction. The highway would be to the left down below.

(Commission looks at pictures)

It is my understanding from Mr. Lindas that the State is prepared to purchase the property. The property is to be condemned and there isn't any question as to liability. The only question which I can properly discuss is that of valuation. An appraiser of the State has come in, as you undoubtedly know, and offered us $53,000. I would like to make as strong a plea as I can for Mr. Preble that in all justice he should be entitled to sufficient compensation to entitle him to buy a home. Certainly I don't suppose that there's a possibility that they can pay enough to replace that house, its location. The insurance adjustor in this case, the value of the house itself, the replacement value at $80,000. They ignored the land itself. This house has an independent water supply. It comes out of a reservoir in adjacent property. It has Bull Run water and this other independent water supply. The entire lot is sprinkler, 120 sprinklers, the basement of the house has a sprinkler system, an automatic sprinkler system, a sprinkler system across the roof of the house. I think you gentlemen have probably just been looking at the house itself. It's a magnificent estate. You probably agree and know much better than I the cost of replacement and that the figure $80,000 on replacement value is not unreasonable. This ignores the value of the land. The Highway Commission pays the Adams estate for one acre of land prior to the date that Mr. Preble acquired the house paid $7500. As I understand it $4500 of that was for the land itself, which was the lower section which was not landscaped and not sprinkled and $3,000 for the damage to the remainder. It was not litigated (can't understand). Mr. Preble purchased this house two years ago. After his purchase he was offered, within two months after, he was offered $65,000. Subsequent to that time he had put over $10,000 in improvements in the house alone. Looking through the pictures you may notice there's a very beautiful modern kitchen. All those improvements were put in by Mr. Preble after he acquired the house. So all I can do is appeal to you gentlemen that you be fair. I think that $53,000 is way too low. Mr. Preble's searched for years and years. They bought the house. I think the appraiser's took into consideration the purchase price but I think it's also fair that you know that in purchasing he purchased from an estate under poor sale conditions. That's why, in my judgment, he was offered $65,000. Obviously, a beautiful estate type residence of this sort is a little bit different perhaps than the average market value situation. There are relatively few people who can afford to buy this type of property. It would have to remain on the market for a longer period of time. But with the insurance figure on replacement value is the fact that he's been offered $65,000 before putting in improvements. I submit to you that a figure of not less than $75,000 is a reasonable price to pay for that property. It would enable the Prebles to get in to a reasonably similar property. Thank you very much.

MCIVER: Thank you, sir. Do you have something, John?

KENDALL: Yes, I do. My name is John Kendall. I'm a lawyer of Portland. I'm here today representing Mr. Victor Rosenfeld who resides at 1931 Southwest Highland Road known to the residents at that location immediately adjacent to the which was referred to by Mr. Carey. That's immediately west of the Preble property across the road. We have somewhat a similar condition varying only in degree. We appreciate being here. We believe that you recognize the fact that the condition is somewhat unusual with respect to these two properties involved and the apparent immediate necessity for acquisition of them by the State by reason of this sliding condition of this hill resulting from the excavation of the Canyon Road, the highway. The situation is not only unusual but it's extremely difficult so far as my client is concerned because he has a home there he built in 1950 at which time he spent very substantial sums of money putting in and building a hojse without regard really to price but in any event putting in a top quality house of material, workmanship. The home was designed by Gordon who is now the dean of architecture at the University of Oregon. It contains approximately 3200 square feet, excluding the breezeway and the garage, four bedrooms, very large rooms, dining room, play room for the children, three baths, utility room and completely sprinklered, just under two actes of property. The extensive landscaping and I have here several pictures. They're not elaborate. We had a shortness of time involved in getting these pictures. You'll notice it's a rainy day so that they're not flattering but it will give you an idea of the nature of the premises.

**KENDALL:** By way of costs, gentlemen, to the taxpayer the actual building improvements represent a cost to Mr. Rosenfeld in 1950 and since of $62,478.61. In the landscaping, the walls, patios, sprinkler system he has a cost of approximately $9,000.00. The land, at its original cost to him, of $8500.00, and I might say that I believe the amount was 0.7 of an acre which was acquired by the state, resulting in a cost to the state as a result of a condemnation case to be tried which the court -- it was tried in court -- and was awarded $8500.00 by reason of the taking and the damage to the remainder, and the additional cost of an architect's fee here of $3900.00, representing actual out-of-pocket cost to Mr. Rosenfeld in this residence property $84,746.00, not including special items such as wall to wall carpeting and extensive draperies and specially built furniture that was built especially for the house, and built-in items in closets and cupboards of that sort. This particular property, as I say, the important situation is we find ourselves in the position of a property owner who has this amount of money, these many dollars, approximately $90,000.00 invested in a piece of property and where because of some act of the State, it is necessary apparently for the state to take this property and he's being asked to deliver up his property to the State at a price of $54,000.00. In my mind there is a considerable question of the rights of the State to actually take this property by way of condemnation, but we don't propose to belabor that point, but we do ask you gentlemen not to adhere to a -- and limit your consideration of compensation to this owner to the so-called fair market formula of value. We think in an unusual situation of this kind a taxpayer and a property owner is entitled to more of a consideration of what is it going to take Mr. Rosenfeld to put himself in a comparable house and a comparable location. We'd appreciate your consideration to those elements in this general negotiation. If you have any questions that you'd like to ask Mr. Rosenfeld is here. I have a pretty good working knowledge of the general idea and the problems. I'd be happy to answer

**MCIVER:** Any questions? (can't understand)

**??** These are supposed to be North of the road, weren't they? Were they both North? (can't understand)

**KENDALL:** They are both North of the highway construction. (can't understand)

I don't know what the exact footage in distance is but it is a substantial distance from the home to the actual cutting. The excavation is being made.

**MCIVER:** Maybe it's something else, John, (can't understand)

**KENDALL:** Well, apparently your geologists and engineers don't think so. I don't know enough about it to know.

**MCIVER** (Can't understand) Problem to be resolved. We'll (can't understand)

**KENDALL:** Thank you very much.

**MCIVER:** Is Mr. Piper here?

(not here) Effenberger

**MCIVER:** Judge, Effenberger, have you, are you ready or --?

**EFFENBERGER:** My group won't be here until 11:00 o'clock.

**MCIVER:** They'll not be here until 11. May we have this matter of the park budget now Mr. (can't understand)

**KOONS:** Yes, sir. Our park budget, the amount of money which will be necessary to take care of the work of 1959appears in the right hand column which is a Trillion, Eight Hundred and Twenty Eight Thousand. A Hundred Thousand Dollars has been taken out (can't understand) been added into the estimated expenditures for 1958, which is the next column. This will be the money necessary (can't understand)

**MCIVER:** (can't understand) have to pass. Any other questions?

**CHESSMAN:** I noticed an item in there for further work on Polk-Dallas State Park. What's the status of that park now?

**KOONS:** We do not know yet. That hinges upon the (can't understand) that is to be determined next month. We're putting very few improvements in there (can't understand)

**??** Do you have an alternate site yet?

**KOONS:** We're looking at alternate sites along there and its very hard to pinpoint an alternate site until we know the heigth (can't understand) However, we're looking at sites at both elevations at this time.

ER: I believe we want to tell you, Rod, that the Commission would like to have you -- or authorize you

~~MC IVER:~~ to get the properties from these two men, Mr. Preble and Mr. ~~(can't understand)~~ Rosenfeld at as good an option as you can get and then let Mr. Lindas (can't understand) and we'll give you an answer. (can't understand) that if we leave those properties go we eventually will probably have to take them, either by negotiation or through the court.

**PORTER:** We will go to work on that right away. I might call to the Commission's attention too that just yesterday we received a claim from property that is adjacent to the Preble property, part of the Adams estate that Preble did not purchase, as that property is also suffering damage. It has a very modest house on it compared to (can't understand), but they say the land is cracking and it ruins the chance for sale and (can't understand) purchasers. We'll have to investigate that and I suppose follow the same course that we are (can't understand)

**MC IVER:** Well, the point being here that the state might come out a great deal to the good if we can get ahold of those now and properly preserve the improvements and then if the ground ever does stabilize we'll have to salvage. If we let them go we'll probably have nothing to salvage.

**MCIVER:** I believe we want to tell you, Rod, that the Commission would like to have you -- or authorize you

~~MCIVER~~ to get the properties from these two men, Mr. Preble and Mr. Rosenfeld ~~(can't understand)~~ at as good an option as you can get and then let Mr. Lindas (can't understand) and we'll give you an answer. (can't understand) that if we leave those properties go we eventually will probably have to take them, either by negotiation or through the court.

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# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

October 21, 1958
Salem, Oregon

SUBJECT: File No. 26850
Highland Interchange Sec.
Sunset Hwy.
Wilburn Preble, et al

To:
C. H. Maison, Auditor
O F F I C E

ATTN: John Herr

Attached you will find Warrant No. H225414, in the amount of $1.00, payable to Wilbur F. Preble and Fay Boyer Preble, which should be cancelled.

The grantors, under this transaction, gave the State an Easement for $1.00 and other valuable consideration. This check covers the $1.00 nominal consideration. However, the other valuable consideration consisted of landscaping to be done by the State, which cannot now be done due to a slide. The Easement also is valueless as the State must go back and acquire the slide area. An entire taking will be made under a new file number. This transaction, therefore, cannot be consummated under the approved terms and the $1.00 payment will not be made.

ADELE L. EGAN
Assistant Office Manager
Right of Way

AE
blr
enc. Warrant & receipt

received warrant no.____________

signed____________________

date cancelled________________

Ruth - voucher processed 9-5-58 - approved on 7-12-57 right of way resolution. You may want to note your records.
Wanda

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OCT 21 1958
FOR FILING

71-218 (3)

5025

JOHN C. VEATCH
FRANK A. BAUMAN
JOHN C. VEATCH, II
CHARLES M. LOVETT

LAW OFFICES
**VEATCH, BAUMAN & VEATCH**
PORTLAND 4, OREGON

YEON BUILDING
CAPITOL 2-4231

September 29, 1958

State Highway Department
State of Oregon
Salem, Oregon

Attention Mr. W. C. Williams, State Highway Engineer

Gentlemen:

We represent Charles T. Parker Construction Co., the successor in interest to Parker-Schram Company, which holds a contract with the Oregon State Highway Department, being contract No. 5025 for the Highlands Interchange on Sunset Highway in Multnomah County.

We have received a letter from Henry A. Carey, Jr., Attorney at Law, on behalf of Wilbur F. Preble, who resides at 1934 S. W. Highland Road in Portland, Oregon, alleging damage to the Preble home caused by loss of lateral support. We have also received a copy of the letter addressed to you by Black, Kendall & Tremaine, Attorneys at Law, on behalf of their client, A. Victor Rosenfeld, which also claims damage to the Rosenfeld property due to excavation which causes a removal of lateral support for the dwelling.

We have made a cursory examination of the area and recognize that the earth is moving for some distance back from the excavation. However, it appears that the movement has not been created by the excavation but possibly the excavation has aggravated or accelerated the movement. It also appears from our investigation that our client has performed the work in accordance with the terms, conditions and specifications in the contract. In view of the fact that we have been placed on notice of the potential claims, we feel that it is essential that we be informed of the position of the state in this matter and either specifically directed to continue with the excavation of the dirt on the job, particularly on the north side of the Sunset Highway, or that we be specifically directed to close down our operation on the north side of the highway until the problem has been thoroughly analyzed by the state.

We further believe that the state as between our client and the state is responsible for any damage to the property near the excavated area at the Highlands Interchange and that this responsibility should be acknowledged in the notice to our client to either continue with or terminate the work on the north side of the highway.

We will be happy to sit down and discuss this matter with you in detail at your convenience, but we do request your immediate attention to the problem and your informing us of your desires in connection with the continuation of the work.

Very truly yours,
VEATCH, BAUMAN & VEATCH

BY: John Veatch II

JCVII:m
cc: Charles T. Parker Construction Co.

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SEP 30 1958
OREGON
STATE HIGHWAY COMMISSION

LAW OFFICES
**BLACK, KENDALL & TREMAINE**
1200 CASCADE BUILDING
PORTLAND 4, OREGON

GEORGE BLACK, JR
JOHN W. KENDALL
H. STEWART TREMAINE
FERRIS F. BOOTHE
JOHN J. HIGGINS
JAMES M. BURNS
EDWARD L. FITZGIBBON
MILTON C. LANKTON
WILLIAM B. BORGESON

TELEPHONE
CAPITOL 8-3245

September 24, 1958

SUBJECT: Highlands Interchange
Sunset Highway, Portland, Oregon

State Highway Department
State of Oregon
Salem, Oregon

Attention: Mr. W. C. Williams
State Highway Engineer

Gentlemen:

We are attorneys for Mr. and Mrs. A. Victor Rosenfeld, who reside at 1931 S. W. Highland Road, Portland, Oregon, and we are writing you with respect to a condition that has recently developed resulting in substantial damage to their property.

A great number of large cracks and breaks have recently appeared throughout the residence and the property surrounding the same. Preliminary analysis indicates that the breaks and cracks result from a sliding or slipping of the property which said sliding appears to have been caused by construction work being conducted by you on the Canyon Road job where certain areas of the adjacent property have been excavated and other areas have been filled.

We understand that your Department is generally advised as to this situation and are presently studying the problem to see what steps may be taken to eliminate further damage. An engineering opinion has been made that the sliding of the area results from the extensive excavation of earth and the removal of lateral support to this entire area. If this theory is accurate, it seems logical to assume that unless immediate steps are taken to remedy the situation the winter rains will greatly aggravate the general condition.

We invite your immediate inspection of the Rosenfeld property and we will very much appreciate being advised as to what steps you propose to take to eliminate further damage.

Should you desire any additional information with respect to this matter, please advise us.

Very truly yours,

BLACK, KENDALL & TREMAINE

John W. Kendall
John W. Kendall

1

JWK:jb

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SEP 25 1958
OREGON
STATE HIGHWAY COMMISSION

HENRY A. CAREY, JR.
ATTORNEY AT LAW
501 PACIFIC BUILDING
PORTLAND 4, OREGON
CAPITOL 6-3555

NOTE
W. C. WILL

file.

September 23, 1958

State Highway Commission
Salem, Oregon

Attention Claims Department

Gentlemen:

I am writing on behalf of Mr. Wilbur F. Preble who resides at 1934 S. W. Highland Road in Portland, to put you on notice that Mr. Preble has suffered extensive damage to his home as the result of the highway construction adjacent to his property, and particularly the loss of lateral support resulting from the extensive excavations for the entrance to the new zoo.

Mr. Preble would welcome your inspection of the property and the damage which is already extensive and becoming more severe each day. We invite your assistance in taking steps to minimize Mr. Preble's damages before the heavy fall rains aggravate the present situation. I would like to arrange a conference with representatives of the contractor and the State Highway Commission at the earliest possible date.

Yours very truly,

Henry A. Carey, Jr.

HAC/db

cc: State Highway Commission
Sylvan Maintenance Station
2131 S. W. Scholls Ferry Rd.
Portland, Oregon
Attention Mr. Burton

Mr. Wilbur F. Preble
2324 S. W. Sixth Ave.
Portland, Oregon

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OREGON
STATE HIGHWAY COMMISSION

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5027

May 7, 1958

CERTIFIED MAIL

The Aetna Casualty & Surety Co.
Portland Service Dept.
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to S & D Construction Company a portion of the funds heretofore retained by the Commission on Contract No. 5027, for Highlands Undercrossing on the Highlands Interchange Section of the Sunset Highway in Multnomah County.

This payment, in the amount of $5,248.87, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,423.43. The present payment will be made on or after May 17, 1958.

The State isnot advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: G. Cyrus Bishop
319 Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD
cml

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FORM E-30 5OM 8-57—6583
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REFERRED TO Merchant
O.K.

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1958

SUBJECT: Highlands Interchange Job No. 8311
Contract No. 5027

To:

Mr. W. C. Williams
State Highway Engineer

DEPARTMENT

S. & D. Construction Company, contractors on the above project, have completed all work on the job except the placing of the metal drain pipe which is to go in the fills at the ends of the structure and placing the concrete slab rip rap which is to blanket the end fills. This work can not be completed until the grading contractor on the adjacent roadway section completes the roadway fills at the bridge ends. Our information is that these fills will not be completed before August. In view of the delay in completing the contract, the contractor has requested that the retained percentage held on his work be reduced to the lowest possible amount. Article 198 of the Contract Specifications provides that under conditions such as this the retained percentage can be reduced to 3% of the contract amount.

May we have your permission to do this.

Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

CAG/kcs
cc: (2)

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Apr. 25, 1958

Copy sent
Bridge Dept.

RECEIVED
APR 25 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 9 1958
FOR FILING

71-318 (3)

[illegible]

Salem, Oregon
April 9, 1958

Project Authorization
Contract No. 5025

Mr. John Burton
Resident Hwy. Engineer
2131 SW Scholls Ferry Road
Portland 1, Oregon

This is to advise you that at its special meeting of April 3, 1958, the Highway Commission approved an increase of $59,000.00 in Project authorization on Contract No. 5025, Highlands Interchange Section in Multnomah County.

The new authorization is $633,713.45. This amount should be used in all future reports.

S. H. Probert
Office Engineer

DBP:cr
cc: A. G. Skelton

9

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MAR 31 1958
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7-318(5)

5025

March 26, 1958

Oregon State Highway Commission

Gentlemen:

It has become evident that the Highlands Interchange project on the Sunset Highway, Contract No. 5025, is going to overrun the project authorization in the amount of $59,000, or 10.2 per cent.

This overrun has been occasioned by slide conditions that have developed on the job which required extensive corrective measures.

In view of the above, it is requested that the project authorization for this project be increased in the amount of $59,000.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. S. H. Probert
Mr. C. H. Maison

LHY:jc fn

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U-318 (3)

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1958

**SUBJECT:** Highlands Interchange
Sunset Highway
Contract No. 5025

5025 **To:** Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I am submitting herewith a "Report on Expected Overrun of Project Authorization" for the subject named job. The indicated overrun is in the amount of $58,600 or 10.2 per cent. This anticipated overrun has been occasioned by slide conditions encountered on the job which have required the following corrective measures:

1. Flattening of slopes.
2. Terracing of cutbanks (north side).
3. Additional subgrade drainage.
4. Beefing up of surfacing through unstable cut sections.

The above listed work totals $69,000 but underrun items and uncommitted contingency money operates to reduce it to $58,600.

In view of the above, it is recommended that the Highway Commission be requested to increase the authorization on this job by $59,000. A rough draft of a letter to the Commission to this effect is forwarded herewith for your consideration.

Attached hereto is the arithmetic on the job shown on a Monthly Project Cost Report form.

Tom Edwards
Construction Engineer

NOTED
FORREST COOPER

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Attach.

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APR 7 1958
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Form No. [illegible]

OREGON STATE HIGHWAY DEPARTMENT

# Report on Expected Over-run of Project Authorization

Project Name Highlands Interchange Section
Date February 28, 1958
Highway Sunset
Contract No. 5025
County Multnomah
Kind of Work Grading & Paving
Contractor Parker - Schram Co.
Contract Amount $ 500,656.40
5025

Expected over-runs and under-runs in contract items:

Major items, itemized:

| | Quantity | | Unit Price | Amount |
|---|---|---|---|---|
| General Excavation, Unclassified | 37,501.4 | C.Y. | 0.68 | $25,500.95 |
| Disposing of Excess Material | 52,455.6 | C.Y. | 0.33 | 17,310.35 |
| Coarse Crushed Material in Base | 5,400 | C.Y. | 3.25 | 17,550.00 |

Minor items, unitemized algebraic total $ 8,692.00

Subtotal $ 69,053.30

Approved work orders (Price, extra work and state force orders) $ 10,836.82

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:

None

Minor items, unitemized algebraic total $1,555.75

Subtotal $ 1,555.75

Authorization for engineering $ 40,868.51

Expected over-run or under-run of engineering authorization $ 1,500.00

Costs not included above (explain) [redacted] $ [redacted]

Allowance for future contingencies ( 2.0 % of work remaining) $ 8,800.00

Credits to come from transfers and deductions $ —

Present estimate of project cost $ 633,270.78

Brief Statement of principal causes of over-run:

Cut slopes flattened and benched increasing excavation materials.
This work necessary to correct slide conditions developing throughout.
Base coarse thickened in cuts with soft or unstable subgrade.

### INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

| | |
|---|---|
| Project authorization | $ 574,713.45 |
| Present estimate of project cost | $ 633,270.78 |
| Expected over-run (Amount) | $ 58,557.33 |
| Expected over-run (per cent) | 10.2% |

Space to right of this line is for use of Salem office.

Submitted by: John H. Buxton Resident Engineer

Confirmed by: O. E. Johnson Assistant Division Engineer

Noted by: Construction or Bridge Engineer

Noted by: Forrest Cooper Deputy or Assistant State Highway Engineer

State Printing 86719

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FOR FILING
U-318(3)
[illegible] 08:35

February 26, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-318(3), Highlands
Interchange — Order for State Force
Work, Horizontal Drains
Estimated Total Cost $1,134.96
Federal Funds $681.

Dear Sir:

Your letter of January 29, 1958 requested approval of State force account work in connection with subject project. The State proposes to use its own forces in the installation of horizontal drains.

As the contractor is neither properly equipped nor staffed to perform this type of work while the State has trained crews and special equipment to perform the work most economically and, also, because the amount of work is too small to warrant a separate contract, we are approving the use of State forces as being in the public interest.

Very truly yours,

C. G. Polk
Division Engineer

By:

E. H. Cowan
Acting Division Engineer

NOTED
FORREST COOPER

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JAN 31 1958
FOR FILING

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|  |
| 5025 |

January 29, 1958

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 234 and 235 covering vertical and horizontal drilling and horizontal drains on the Highlands Interchange Section of the Sunset Highway in Multnomah County, Contract No. 5025, in connection with Federal Aid Project No. U-318(3).

Slides are occurring on this section. Vertical drilling has determined the presence of excessive moisture in cut banks. It is proposed to drill and install horizontal drains for relief. The contractor is not equipped to do this work. The State has the necessary special drilling equipment operated by experienced crews. The amount is too small to be done economically under separate contract. Your approval of this order covering horizontal drilling and drains on force account basis by State forces is requested.

The estimated amount of the horizontal drilling and drains under this order is $1,134.96 with Federal participation of $661.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

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JAN 31 1958
FOR FILING

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AGENDA
JAN 16 1958

1B-11
1B-11

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 6, 1958

SUBJECT: AGENDA ITEM FOR JANUARY 16-17 MEETING
Highlands Interchange
Sunset Highway
Multnomah County

To: Mr. H. B. Glaisyer
Secretary
OFFICE

Please place on the next Agenda the matter of securing Highway Commission approval to pay the City of Portland $1,910.00, for moving and re-establishing a house that was endangered because of a slide on the above section of highway.

The City has agreed to transfer to the State whatever additional right of way is necessary to cover the slide area.

R. L. Porter

R. L. PORTER
Right of Way Engineer

RLP:IH

NOTED
H. B. GLAISYER

R. E.

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JAN 16 1958
FOR FILING

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[illegible]

January 2, 1958

Mr. Harry B. Buckley
Superintendent of Parks
115 City Hall
Portland, Oregon

Dear Mr. Buckley:

Thank you for your letter of December 20, 1957 concerning the removal of the house occupied by the zoo director and which was endangered by slides at the Highlands Interchange.

I want you to know that we appreciate your co-operation in this matter in having the house established in a safe location; also your offer of right of way made necessary by the slide.

The next meeting of the Highway Commission will be on January 16-17, at which time we will recommend reimbursement to the City for the sum of $1,910 for reestablishing the house. We will have right-of-way descriptions prepared, so that the matter may be closed after consideration by the Highway Commission.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:mw

cc Mr. Tom Edwards
Mr. A. G. Skelton
Mr. R. L. Porter

FORM E30—30M—2-57—1476

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 30th, 1957

**SUBJECT:**

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

L

We are experiencing a slide on the Highlands Interchange project which undermined a house on the property of the Bureau of Parks and Public Recreation. To prevent loss of the house I requested Mr. Skelton to immediately work out a program with the City for its removal from the slide area. Mr. Buckley's letter is attached indicating that the house is being moved, and that such additional right of way as we may need because of the slide will be provided gratis.

I suggest that we immediately prepare a description for the additional right of way required and handle this as a right of way matter.

I attach a rough draft of a letter to Mr. Buckley.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR
Enc.

[illegible]
[illegible]

RECEIVED
DEC 31 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—37,000—2-57—1477

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 23rd, 1957

SUBJECT:

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

I am forwarding herewith letter dated December 20, 1957 from Mr. Harry B. Buckley, Superintendent of the Bureau of Parks and Public Recreation for the City of Portland. This concerns the moving of a house at the Highlands Interchange at a total cost of $1910.

You will note from Mr. Buckley's letter that the city did not secure formal bids for the bidding, but did secure informal quotations, and are proceeding with the work. The Bureau of Parks has requested that the state reimburse the City of Portland in the amount of $1910, and they also advise that the city is not charging for any additional work in connection with this house moving, and that the city will also grant us additional slope rights without cost.

Mr. Buckley asked that we advise if the city's proposal would be satisfactory. Will you please advise Mr. Buckley in regard to this proppsal.

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: John Burton

FORM F-88
3M 7-57

CITY OF PORTLAND, OREGON
BUREAU OF PARKS AND PUBLIC RECREATION
115 CITY HALL
ORMOND R. BEAN, COMMISSIONER

HARRY B. BUCKLEY
SUPERINTENDENT
VINCENT J. CROWLEY
CHIEF CLERK
DAVID C. DUVALL
DIRECTOR OF GOLF

A. W. NUSSBAUMER
DIRECTOR OF OPERATIONS
DOROTHEA M. LENSCH
DIRECTOR OF RECREATION
JACK L. MARKS
DIRECTOR OF THE ZOO

December 20, 1957

NOTED
A. G. SKELTON

Mr. A. G. Skelton
Division Engineer
Oregon State Highway Dept.
P.O. Box 4699
Sellwood Station
Portland 2, Oregon

Dear Mr. Skelton:

Because of the slide developing in connection with the construction of the Highlands overpass on Canyon Road, it is our understanding that additional slope rights will be needed by the highway department.

This additional area and the slide have necessitated the relocation of the residence occupied by our zoo director.

We did not secure formal bids for the moving, but because of the emergency we secured informal quotations and are proceeding with the work.

The prices quoted are as follows:

| | | |
|---|---|---|
| Moving house | $825 | |
| Placing posts and girders and rebuilding chimney | 960 | |
| Resetting furnace and sheetmetal work | 125 | $1910 |

We are requesting the highway department to reimburse the City of Portland in the amount of $1910 for this move as the consideration for the additional slope rights needed at this particular section of the project.

Please advise if this will be satisfactory.

Very truly yours,

Harry B Buckley
Superintendent of Parks

HBB:mb

RECEIVED
JAN [illegible]
FOR FILING
4-318(3)
5[illegible]27

03-35

December 31, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-318(3) - Highlands Interchange Section, Sunset Highway
Order for State Force Work No. 274, dated November 18, 1957 - Removal of existing traffic signals and installation of temporary signal at new location.

Dear Sir:

Reference is made to your letter dated November 25, 1957 concerning subject order.

We are approving the use of State force as being in the public interest for the following reasons:

1. The contractor is not properly equipped to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of work is too small to be done economically by separate contract.

Very truly yours,

C. G. POLK
Division Engineer

Orig to [illegible]

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NOV 26 1957
FOR FILING

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|---|
| [illegible] |
| |
| 5025 |

November 25, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 274 covering removing an existing signal and reinstalling at new location on the Highlands Interchange Section of the Sunset Highway in Multnomah County, Contract No. 5025, in connection with Federal Aid Project No. U-318(3).

It is necessary to move the traffic signal from the present highway connection, which is to be taken out, to the new connection which will be used until completion of the contract. The work is necessary to direct, control and safeguard traffic. The contractor is not equipped to do this work, which will be done by a state electrical crew. The amount is too small to be done economically by separate contract. No costs for material is involved. The present signal was installed by the state crew in 1949, and materials salvaged will be used in the new installation.

Your approval of this order on force account basis using state forces is requested.

The total estimated amount of the order is $1,500.00 with federal participation of $930.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

A

RECEIVED
NOV 25 1957
FOR FILING

U-318(3)

[illegible]

November 15, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering construction and replacement of trash racks at culvert ends on the Highlands Interchange Section of the Sunset Highway in Multnomah County, Contract No. 5025, in connection with Federal Aid Project No. U-318(3).

It is necessary to install trash racks at culvert ends which drain into the City of Portland storm sewer system, to eliminate plugging of sewers. The replacing of the trash rack on the 36" pipe at station "D"114+80 Lt. is specified in the construction plans as extra work. Other pipes were not specifically mentioned in the provisions or plans, but it is necessary to keep debris out of all pipes as well as the 36" pipe.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

RECEIVED
NOV 13 1957
FOR FILING

U-318(3)

5025

November 12, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering removing topsoil stockpile on the Highlands Interchange Section of the Sunset Highway in Multnomah County, Contract No. 5025, in connection with Federal Aid Project No. U-318(3).

Prior to this contract, the city of Portland had stockpiled topsoil to be used next year in the construction of the new zoo. The stockpile is approximately 30 feet high and on the top of the cut bank, which is showing definite cracking and slipping. Removal of the stockpile will relieve much of the pressure and possibly eliminate a major slide.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DRP:cr
Encl.

RECEIVED
OCT [illegible] 1957
FOR FILING

08-35

October 23, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-318(3)
Highlands Interchange Section,
Sunset Highway
Order for State Force Work
Seeding, Mulching, Fertilising

Dear Sir:

It is noted that total amount of subject Order is placed at $2,000. As Federal participation in this class of projects is limited to 61.93% of the total cost, Federal funds in this case cannot exceed $1,238.60 instead of the $1,240.00 shown in your September 20, 1957 letter.

We are approving the use of State force as being in the public interest for the following reasons:

(1) The contractor is neither properly equipped nor staffed to perform the work contemplate under the order.

(2) The State has trained men and specialized equipment to perform the work most economically.

(3) The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

Orig to Mr. [illegible]

FORM [illegible]—18½M—[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 11, 1957

SUBJECT: Parker-Schram Company
Contract No. 5025

To: Leonard I. Lindas
Chief Counsel
Office

I have concluded that the Parker-Schram Company is entitled to the execution of the subject contract by the Highway Commission. Said company has already commenced work on the project and can receive no payments until a copy of said contract is filed with the Secretary of State. Therefore, it should be done promptly.

The Parker-Schram Company was a partnership operating with no partnership articles or agreement. Therefore, the Uniform Partnership Act is the controlling law.

ORS 68.520 reads as follows:

> "Partnership not terminated by dissolution. On dissolution the partnership is not terminated, but continues until the winding up of partnership affairs is completed."

Therefore, said partnership is still in existence for the purposes of this contract.

ORS 68.580 makes a provision stating that the dissolution of the partnership does not of itself discharge the existing liability of any partner. Said section goes on to provide that if a partnership creditor or person dealing with the partnership agrees to the discharge of any partner on dissolution he may be discharged. It further provides that the individual property of the deceased partner shall be liable for all obligations of the partnership incurred while he was a partner but subject to the prior payment of his separate debts.

In 40 Am. Jur. Sec. 301 it is provided that, "After the death of a partner, the duty of completing all executory contracts of the partnership, which remain in force, falls upon the surviving partner."

It is my opinion that the contract and the surety bond attached thereto are perfectly valid at this time. However, it should be mentioned that no transactions should be entered into pertaining to this contract without consent of the surety. Every transaction should be carefully examined to prevent release of the surety.

R. A. Holland
ROBERT A. HOLLAND
Staff Attorney

RAH:dm

RECEIVED
SEP 23 1957
FOR FILING

318 (3)

5025

September 20, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224, 238 covering seeding, mulching and fertilizing on the Highlands Interchange Section of the Sunset Highway in Multnomah County, Contract No. 5025, in connection with Federal Aid Project No. U-318(3).

This work is necessary for protection against erosion and for roadside improvement. The contractor does not have the necessary equipment, however, the state has the necessary special equipment operated by trained personnel, to do the work at a substantial saving over separate contract.

Your approval of this order on agreed unit prices is requested.

The total amount of this order is $2,000.00. Federal participation is estimated at $1,240.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DRP:cr

A

RECEIVED
SEP 23 1957
FOR FILING

U-318(3)

5025

September 19, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the state's share of flagging costs on the Highlands Interchange Section of the Sunset Highway in Multnomah County, Contract No. 5025, in connection with Federal Aid Project No. U-318(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

RECEIVED
OCT 16 1957
FOR FILING

FORM 810—12½M—6-55—

11 318.3)

5025

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1957

SUBJECT:

To: Mr. H. B. Glaiyser
Secretary
Office

Attached hereto are documents for Contract No. 5025, said contract having been signed by Mr. Parker. In addition, the attorney for Parker-Schram Company has furnished other documents pertaining to the matter.

The new development is that Mr. Schram died September 9 and consequently the partnership was dissolved. We shall await further action on the part of the attorney since it may well be that machinery has been previously set up to take care of such an event.

We shall advise you of further developments.

William A. Mansfield
WILLIAM A. MANSFIELD
Staff Attorney

WAM:bk
Attach.

NOTED
H. B. GLAISYER

RECEIVED
SEP 9 1957
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

[illegible] STATE HIGHWAY BLDG.
SALEM, OREGON

U-318 (3)
08-35
5027

September 6, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of way have been acquired for Oregon Project U-318(3), Highlands Undercrossing on the Sunset Highway in Portland, we hereby concur as of this date in award of Contract No. 5027 to S & D Construction Company of Portland, Oregon, low bidder in the amount of $79,994.00 at the August 8, 1957 bid opening.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

RECEIVED
SEP 6 1957
FOR FILING

[illegible]

525

September 6, 1957

Mr. C. G. Polk
District Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Highlands Undercrossing
Federal-aid Project Oregon U-318(3)

On August 8 the Commission accepted the low bid of S & D Construction Company of Portland in the amount of $79,994 for the above project and directed the Engineer to award the contract to said bidder as soon as all necessary rights of way for the project had been acquired.

All rights of way for the project have been acquired and I propose to award the contract to S & D Construction Company as of this date. May I have your concurrence in the award of this contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CAG/mm
cc: C. A. Gardner

A

RECEIVED
SEP 9 1957
FOR FILING

August 30, 1957

Parker-Schram
200 Builders Exchange Building
Portland, Oregon

Gentlemen:

The State Highway Commission on August 8, 1957, accepted your proposal for grading and paving Highlands Interchange Section of the Sunset Highway in Multnomah County for the sum of $500,656.40 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's assigned Contract No. 5025.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington
Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

NOTED
J. Mc C.

RECEIVED
SEP 4 - 1957
FOR FILING
OREGON DISTRICT

~~File~~

U-318(3)

[illegible] 08-35

DEPARTMENT OF COMMERCE
**BUREAU OF PUBLIC ROADS**
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

August 30, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project U-318(3), Highlands Interchange Section (Grading and paving), of the Sunset Highway, we hereby concur as of this date in award of Contract No. 5025 to Parker-Schram Company of Portland, Oregon, low bidder in the amount of $500,656.40 at the July 18, 1957 bid opening.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

RECEIVED
SEP 3 - 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 3 - 1957
FOR FILING

11 311(5)

5027

August 30, 1957

Mr. Will Gibson, Auditor
City of Portland
City Hall
Portland, Oregon

Dear Mr. Gibson:

This note is simply to acknowledge receipt of your letter of August 27, 1957 and warrant No. 67441 in the sum of $51,000 drawn on the "Zoo Fund Account". It was understood that this payment is pursuant to the terms of the agreement entered into between the City of Portland and the State Highway Commission, dated July 31, 1957, for construction of the Highlands Interchange Section of the Sunset Highway.

I also acknowledge receipt of a copy of City Ordinance No. 106374 whereby the City Council authorizes payment of the above mentioned sum. I wish to thank you for this remittance.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

OFFICE OF CITY AUDITOR

WILL GIBSON
CITY AUDITOR

CITY OF PORTLAND
OREGON

August 27, 1957

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Please find enclosed Zoo Fund Warrant No. 67441 in the amount of $51,000.00 drawn to the State of Oregon, State Highway Commission, pursuant to terms of a certain agreement entered into between the City of Portland and the State Highway Commission under date of July 31, 1957, for the construction of the Highlands Interchange section of the Sunset Highway No. 47, in Multnomah County.

Also, enclosed is a copy of Ordinance No. 106374, passed by the City Council July 31, 1957, which authorizes this payment.

Yours very truly,

Will Gibson.
Auditor of the City of Portland

Lh
SB:klh
Encls.

Warrant 67441 for $51,000.00 to Actg Div 8-28-57
FQuery

RECEIVED
AUG [illegible]
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
AUG 30 1957

FOR FILING
U-318(3)

5025

August 30, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Highlands Interchange Section of the Sunset Highway in Multnomah County, Project U-318(3), to the Parker-Schram Co. of Portland, Oregon, on the basis of the bid of $500,656.40 submitted on July 18, 1957.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:ia

RECEIVED
AUG 15 1957
FOR FILING

(31873)

5027

August 14, 1957

234

Mr. Ormond R. Bean
Commissioner of Finance
City of Portland
City Hall
Portland, Oregon

Dear Mr. Bean:

Reference is made to your letter of August 13 addressed to Mr. Swenson and concerning the deposit of $40,100 on the Highlands Interchange.

It has been our policy for many years to require advance deposits on cooperative projects with both cities and counties. In this particular instance, however, with your assurance that this money will be available on billing to you, we will depart from this policy with the understanding that this is not a precedent on any future job.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. C. H. Maison/w. encl.
Mr. C. G. Swenson

**DEPARTMENT OF FINANCE**

BUDGET
BUREAU OF LICENSES
BUREAU OF PARKS
OFFICE OF CITY TREASURER
BUREAU OF PROPERTY CONTROL
BUREAU OF PURCHASES AND STORES
BUREAU OF MUNICIPAL AUDITORIUM

CITY OF PORTLAND
OREGON

**ORMOND R. BEAN**
COMMISSIONER

August 13, 1957

Mr. C. G. Swenson, Engineer
County and City Relations
State Highway Department
Salem, Oregon

Dear Mr. Swenson:

We have passed an ordinance authorizing the payment of the $40,100 referred to in your letter to Fred Fowler of August 6, and it is therefore earmarked for use at any time it is needed. However, as we are in need of current funds and do not want to start borrowing in anticipation of tax returns, we request that we be permitted to retain the $40,100 until it is actually needed for payment on the contract.

Very truly yours,

Ormond R Bean
COMMISSIONER OF FINANCE

B:a

RECEIVED
AUG 14 1957
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RECEIVED
AUG 14 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 9 1957
FOR FILING

U-318(3)

5027

MISC. CONTRACTS and
AGREEMENTS No. 1285

Salem, Oregon
August 2, 1957

Throughway Agreement
Highlands Interchange
Sunset Highway No. 47
Multnomah County

Mr. C. G. Swenson
City County Relations Dept.
Office

Attention: Robert H. Prange
Office Engineer

Attached hereto is a conformed copy of a throughway agreement with Multnomah County covering the Highlands Interchange project on Sunset Highway in Multnomah County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Board of County Commissioners, Multnomah County.

Secretary

rm
Attach:

REFERRED TO
Gueny
BY SECRETARY

FORM 230—20M—11-55—90224

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1957

To: Mr. G. S. Paxson
OFFICE

SUBJECT: Throughway Agreement
Highlands Interchange
Sunset Highway No. 47
Multnomah County

Attached are three copies of an agreement covering the above subject. Two copies of the agreement have been signed by the proper county officials and after having received your signature of approval may be presented to the Highway Commission.

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:mm
Att.

2 copies & 1 original

AUTHORIZED BY HIGHWAY COMMISSION
DATE Bids to be received Aug 8, 1957.
Secretary

APPROVED
Forrest Cooper
DEPUTY STATE HIGHWAY ENGINEER
Date 7/26/57

NOTED
FORREST COOPER

RECEIVED
AUG 9 1957
FOR FILING

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|---|
| U-318(3) |
| |
| 5027 |

MISC. CONTRACTS and
AGREEMENTS No. 1886

Salem, Oregon
August 2, 1957

Throughway Agreement
Highlands Interchange
Sunset Highway No. 47
City of Portland

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. Robert H. Prange
Office Engineer

Attached hereto for further handling is a fully executed copy and a conformed copy of a throughway agreement with the City of Portland covering the Highlands Interchange Section of the Sunset Highway No. 47 in the City of Portland.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to Mr. Will Gibson, City Auditor, Portland, Oregon.

Secretary

rn
Attach: 2

REFERRED TO Geney
BY SECRETARY
to file

FORM 230—30M—11-55—90224

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1957

**SUBJECT:** Assignment #234

**To:** Mr. G. S. Paxson
OFFICE

Attached are four copies of a throughway agreement covering the Highlands Interchange Section of the Sunset Highway No. 47 in the city of Portland. Three copies of the agreement have been signed by the proper city officials and, after having received your signature of approval, may be presented to the Highway Commission.

After the Commission has signed the three copies of the agreement, please return one fully executed and one conformed copy to this office.

This completes assignment no. 234.

Robert H. Prange

Robert H. Prange
Office Engr., County & City Relations

RHP:mm
Att.

3 Copies to be signed

APPROVED
Forrest Cooper
DEPUTY STATE HIGHWAY ENGINEER
Date 7/26/57

NOTED
FORREST COOPER

AUTHORIZED BY HIGHWAY COMMISSION
DATE Bids to be received Aug 8, 1957
Secretary

3 copies to [illegible]

FORM 2-123X 50M

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUL 1957
FOR FILING

U-318 (3)

5625

July 25, 1957

Portland Gas & Coke Company
Public Service Building
Portland 4, Oregon

Re: Portland Gas & Coke Company
Gas Line Adjustment
Highlands Interchange Section
Sunset Highway
Multnomah County

Gentlemen:

Bids on the above titled project were received on July 18, 1957, and it appears that an adjustment must be made of your gas line now located between Stations 8 and 12 of what is designated as the "C" line.

It appears that this facility was placed on a public highway right of way by agreement with Multnomah County so that it will be your obligation to make the necessary adjustment without reimbursement. It is requested that you proceed with the work as promptly as possible.

Further details may be secured from Mr. John Burton, 2131 S.W. Scholls Ferry Road, Portland 1, Oregon, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RT
cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. Tom Edwards
Mr. A. G. Skelton
Mr. John Burton

IED

P

RECEIVED
JUL 26 1957
FOR FILING
OREGON DISTRICT

U-318(3)

5027 08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 24, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project U-318(3), Highlands Undercrossing Structure, on the Highlands Interchange Section of the Sunset Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

CG Polk
C. G. Polk
Division Engineer

4/5 Council
7/18/57

7-16-57

# ORDINANCE NO.

An Ordinance authorizing the execution of an agreement between the City of Portland and the State of Oregon, by and through its State Highway Commission, defining and establishing the rights and duties of the parties as to the construction and maintenance of the Highlands Interchange section of the Sunset Highway No. 47, in Multnomah County, and declaring an emergency.

The City of Portland does ordain as follows:

Section 1. The Council finds that the State of Oregon, by and through its State Highway Commission, proposes and plans to construct the Highlands Interchange section of the Sunset Highway No. 47 in Multnomah County, Oregon, as a throughway, by authority granted the state in ORS 374.015; that by the authority granted in ORS 374.075, the city is empowered to do all things necessary to cooperate with the state for laying out, acquiring and constructing any section or portion of any street or highway within the city's jurisdiction as a throughway and to convert any existing street or highway into a throughway; that the city should enter into an agreement with the State of Oregon defining and establishing the rights and duties of the parties in the construction and maintenance of said throughway; now, therefore, the Mayor and Commissioner of Public Works hereby are authorized and directed to enter into an agreement on behalf of the City of Portland with the State of Oregon, by and through its State Highway Commission, defining and establishing the rights and duties of the City and the State of Oregon in the construction and maintenance of the Highlands Interchange section of the Sunset Highway No. 47, in Multnomah County, Oregon, as a throughway, which agreement shall be subject to the prior approval of the City Engineer as to substance, and to prior approval of the City Attorney as to form, and shall be substantially in accordance with the form of agreement marked Exhibit "A", attached hereto and by this reference made a part of this ordinance.

Section 2. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace and safety of the City of Portland in this: In order that an agreement may be made, without unnecessary delay, with the State of Oregon defining and establishing the rights and duties of the parties for the construction and maintenance of the project described in Section 1 of this Ordinance; therefore, an emergency hereby is declared to exist and this Ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council

Mayor of the City of Portland

Attest:

Auditor of the City of Portland

Com. Bowes
AGB:dh-7/16/57

NOTED
FORREST COOPER

Exhibit "A"

# AGREEMENT

THIS AGREEMENT, made and entered into this ____ day of __________________, 1957, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State", and the CITY OF PORTLAND, a municipal corporation in the State of Oregon, by and through its Mayor and Commissioner of Public Works, hereinafter called "City";

WITNESSETH:

## RECITALS

1. Pursuant to ORS 374.015, State is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate, maintain and supervise the use and operation of highways which shall be known as "throughways", as that term is defined in ORS 374.010.

2. Pursuant to such authority, State proposes and plans to construct the Highlands Interchange section of the Sunset Highway No. 47 in Multnomah County, Oregon as a throughway.

3. Attached hereto, marked Exhibit "A", and by this reference made a part hereof, are plans and specifications consisting of 3 pages, numbered 3, 4, and 5, which show the route of the Highlands Interchange from Highway Engineer's Survey Station 94+00 to 111+07.3. Hereinafter, for the purposes of this agreement, said section of highway will be referred to as the "proposed throughway" or "throughway", and the work hereinabove described will be referred to as the "project."

4. Pursuant to ORS 374.060, State is authorized, with the official approval of the municipal authorities to close any street, highway or road at or near the point of its intersection with throughways; or to provide for carrying the street or road over or under the throughway; or to provide the connection with the throughway by means of a service road to a suitable point of connection; or to do all work on such street, highway, or road as is necessary therefor.

5. Pursuant to ORS 374.070, the municipal authorities shall designate the points where access shall be had to the throughway from existing city streets; thereafter the municipal authorities shall not allow any street to be constructed turning into or intersecting the throughway unless the plans and specifications therefor have first been submitted to and approved in writing by the Commission and made a matter of official record.

6. By the authority granted in ORS 374.075, City is empowered to do anything, or all things, necessary to cooperate with State for laying out, acquiring and constructing any section or portion of any street or highway within their jurisdiction as a throughway, and to convert any existing street or highway into a throughway.

7. To the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted and that highway traffic in general be safeguarded, and to promote and protect the public welfare, City and State hereby pledge cooperation, each with the other, in order to accomplish effectively those things set forth and agreed to in this instrument.

NOW, THEREFORE, the premises being in general as stated in the foregoing recitals, it is agreed by and between City and State as follows:

THINGS TO BE DONE BY STATE

1. State shall obtain all necessary right of way by purchase, agreement, or the exercise of the power of eminent domain, prepare all plans, let all contracts and supervise the construction of said project.

2. State shall construct a complete traffic interchange as shown colored in green and orange on sheets 3 and 4 of the attached Exhibit "A", and shall thereafter maintain those portions of said interchange within the state highway right of way as shown colored in green on sheets 3 and 4 of said Exhibit "A".

3. State shall close that unnamed street leading to Washington Park at the northerly right of way boundary line of the throughway and at the northerly edge of the "B" line connection to the throughway as shown by means of red lines on sheet 4 of the attached Exhibit "A".

4. State shall, without cost to City, deposit waste material in an area specified by City within Washington Park and shall, without cost to City, restore to their original condition any park roads used for hauling said waste materials.

5. State shall landscape the project at its sole expense and, upon completion of said landscaping, shall transfer to City the responsibility for the maintenance and care of the same at City's expense, it being understood that City's obligation shall be limited only to landscaped areas within the city limits.

6. State, without cost to City, shall relocate or reconstruct, or cause to be relocated or reconstructed, those utility conduits, lines, poles, mains, pipes, and other facilities required to be relocated or reconstructed to conform to the proposed plans and ultimate requirements of the project over which the state highway system is routed, which are not covered by the provisions in Paragraphs 6 and/or 7 under THINGS TO BE DONE BY CITY.

7. Upon receiving from City an itemized statement in triplicate, showing the costs incurred by City in moving, or causing to be moved, the water and sewer lines, pipes, mains, conduits, or doing or causing to be done other work required by Paragraph 7 under THINGS TO BE DONE BY CITY, State shall reimburse City for such costs, except that State shall be required to pay for cost of labor only and not for materials of any new water or sewer lines, service connections, meters, hydrants, valves, pipes, mains, conduits, or other facilities; and State shall not be required to pay for any facilities affected by this project which are not located within the State-owned right of way in connection with the work described in Paragraph 4 under THINGS TO BE DONE BY CITY.

## THINGS TO BE DONE BY CITY

1. City hereby approves and consents to the plans and provisions in Exhibit "A", and all the provisions as set forth under THINGS TO BE DONE BY STATE.

2. City shall, before the awarding of a contract by State, convey to State without cost to State, any parcels of City-owned property required by State for right of way purposes in connection with the project.

3. City hereby consents to the closing of that certain city street as outlined and set forth in Paragraph 3 of THINGS TO BE DONE BY STATE.

4. City shall bear the entire cost of the construction of, and shall thereafter maintain, those portions of the "A" and "B" lines of the traffic interchange outside of State-owned right of way as shown colored in orange on sheet 4 of the attached Exhibit "A". Said construction costs and maintenance shall include sidewalk construction and maintenance outside the limits of State-owned right of way.

5. City shall, before awarding of a contract, deposit with State, an amount equal to the total sum of all bid items as contained in the low acceptable bid plus additional anticipated items, plus twelve and one-half per cent of said bid and additional anticipated items for engineering costs and

contingencies as are necessary to complete the work described in Paragraph 4 under THINGS TO BE DONE BY CITY. It is understood that when the work described in Paragraph 4 above has been performed and the balance of the project completed, City shall be furnished an itemized statement of construction costs of the "A" and "B" lines and sidewalks outside of State-owned right of way, and if the deposit made by City exceeds City's share, then the surplus shall be refunded to City by State. If the said deposit is not equal to the cost of said construction, then City shall pay to State such an amount of money as, when added to the sum of the deposit, will equal the total actual cost for said construction.

6. City shall, without cost to State, relocate or reconstruct or cause to be relocated or reconstructed, all water, sewer, gas, electric, telephone, telegraph, or other utility conduits, lines, poles, mains, pipes, and facilities of every kind and nature which are covered by permit or franchise from City authorizing their relocation or reconstruction by City without cost to City, or which for any other reason may be relocated or reconstructed by City without cost to City and which are required to be relocated or reconstructed to conform to the proposed plans and ultimate requirements of that portion of the project over which the state highway is routed (see paragraph 3 under RECITALS).

7. City shall relocate or reconstruct, or cause to be relocated or reconstructed, all city-owned water, sewer, gas, electric, telephone, telegraph, or other utility conduits, lines, poles, mains, pipes, and facilities of every kind and nature required to be relocated or reconstructed to conform to the proposed plans and ultimate requirements of that portion of the project over which the state highway is routed. So that it may be reimbursed for such costs, City shall submit to State (3) copies of an itemized statement showing the costs and disbursements made, but City shall not charge State for the costs of any new water or sewer lines, meters, hydrants, valves, pipes, mains, conduits, or other utility facilities.

8. City shall designate the area in Washington Park where the waste material, mentioned in Paragraph 4 of THINGS TO BE DONE BY STATE, shall be placed, and the execution of this agreement by City shall constitute a permit for the deposit of the waste material in the above-mentioned area without further instrument, and City by execution of this agreement hereby releases the State, its agents, employees, officers, and contractors from any and all damages therefor except as specifically stated in Paragraph 4 of THINGS TO BE DONE BY STATE.

IN WITNESS WHEREOF the parties hereto have caused this agreement to be executed by their respective officials and have caused their respective seals to be affixed hereto as of the day and year first above written, the City officials acting pursuant to Ordinance No. ______________, passed by the Council on the ____ day of ____________________, 1957.

ATTEST:

STATE OF OREGON, by and through its State Highway Commission

______________________
Secretary

By______________________
Chairman

APPROVED:

By______________________
Commissioner

______________________
State Highway Engineer

By______________________
Commissioner

APPROVED AS TO FORM:

______________________
Chief Counsel

APPROVED AS TO FORM:

CITY OF PORTLAND, a municipal corporation

______________________
City Attorney

By______________________
Mayor

APPROVED:

______________________
City Engineer

By______________________
Commissioner of Public Works

FORM E-129 25M REVISED 8-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. Mc IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

1957

U-318(3)

5025

July 12, 1957

Portland General Electric Company
Electric Building
Portland 5, Oregon

Re: Portland General Electric Company
Power Line Adjustment
Highlands Interchange Section
Sunset Highway
Multnomah County

Gentlemen:

Bids on the above titled project will be received on July 18, 1957, and it appears that your power line must be adjusted in order to accommodate the new construction. The adjustment involves moving of power lines on the south side of the highway in order to allow the construction of the interchange connections.

The existing line is on State highway right of way without permit, so that it will be your obligation to make the necessary adjustments without reimbursement. It is requested that you proceed with the work as promptly as possible.

Further details my be secured from Mr. John Burton, Resident Engineer on the project. His headquarters are at 2131 S.W. Scholls Ferry Road, Portland, Oregon, and his Telephone No. is CA 7-5122.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. D. J. Barbee
Mr. Forrest Cooper ✓
Mr. A. G. Skelton
Mr. John Burton

NOTED
FORREST COOPER

RECEIVED
JUL 15 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-128 25M REVISED 9-55

RECEIVED
JUL [illegible] 1957
FOR [illegible]

U-318 (3)

3025

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MC IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 12, 1957

Pacific Telephone and Telegraph Company
421 S.W. Oak Street
Portland, Oregon

Re: Pacific Telephone & Telegraph Co.
Telephone Line Adjustment
Highlands Interchange Section
Sunset Highway
Multnomah County

Gentlemen:

Bids on the above titled project will be received on July 18, 1957, and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction. The adjustment involves the moving of your telephone lines on the north side of the highway to allow the interchange connections to be constructed.

It appears that these facilities are located on State highway right of way without formal permit, so that it will be your obligation to make the necessary adjustments without reimbursement. It is requested that you proceed with the work as promptly as possible.

Further details may be secured from Mr. John Burton, Resident Engineer on the project. His headquarters are at 2131 S.W. Scholls Ferry Road, Portland, Oregon, and his Telephone No. is CA 7-5122.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RM
cc: Mr. D. J. Barbee
Mr. Forrest Cooper ✓
Mr. A. G. Skelton
Mr. John Burton

NOTED
FORREST COOPER

RECEIVED
JUL 15 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 11 1957
FOR FILING

U 382-1

5-27

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1957

SUBJECT: R-25882 Reuben R. Adams
~~Highlands Interchange Section~~
Sunset Highway

To: Mr. Forrest Cooper
Deputy State Highway Engineer

OFFICE

Several months ago the Legal and Right of Way Division of the State Highway Department was requested to acquire the real property involved in the above file. Negotiations were undertaken, proved unsuccessful and authority to acquire the property by condemnation was obtained from the State Highway Commission at its March meeting. By letter dated April 17, 1957, I offered the sum of $7,500 for the purchase of the property in behalf of the State Highway Commission as the last step prior to the institution of condemnation proceedings. Immediately after receiving my letter, Mr. A. E. Rosenberg, attorney for the property owner, accepted the offer of the State and I agreed that the necessary deed forms and other documents would be prepared and submitted to him for execution.

On this date Mr. Rosenberg called me and expressed considerable concern because he had heard nothing from the State with respect to closing the transaction. He advised me that the property owners had already sold the remaining part of their property in reliance upon completion of the transaction with the State and that the sale of the remainder of their property was based upon the description submitted in my letter of offer. Upon checking with Mr. Saling, Mr. Chidsey and the Construction Department, I learned that the property description has been amended for the purpose of acquiring ten feet of additional property which the Construction Department advises will probably be needed for construction of the Highland Interchange.

I recognize that in the planning of highways there may be many unforeseen problems and that it is, from time to time, necessary to change the details of the design, thus making additional real property necessary. I do wish to point out, however, that the Legal and Right of Way Division cannot adequately negotiate for and acquire

NOTED
G. S. PAXSON

the real property necessary for highway construction unless we have accurate and final real property descriptions. In the instant case a formal offer for particularly described real property was made and accepted, and consequently the State of Oregon has purchased that real property whether it desires to acquire the same or not. The necessary deeds and other documents are being prepared this date in accordance with the property description upon which the settlement was based and submitted to Mr. Rosenberg for execution.

If the Construction Department still feels that it is necessary to acquire an additional ten feet of real property, a separate property description should be submitted to this office whereupon negotiations for such property will be undertaken with the present owners of the same and if negotiations fail, condemnation proceedings will be instituted.

ROBERT L. MAY, JR.
Assistant Chief Counsel

RLM:br
cc: Earl Saling
R. L. Porter

6/10/57
Conferred with Porter. Descriptions being drawn for additional 10'.

[illegible]

RECEIVED
JUN 7 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 10 1957
FOR FILING

| |
|---|
| 318(3) |
| |
| 30-1 |

January 9, 1957

206
209

Mr. F. T. Fowler
Highway Engineering Coordinator
City of Portland
City Hall
Portland, Oregon

Dear Mr. Fowler:

In reply to your letter of December 21, 1956, in regard to our plans for entrance into the new zoo from the proposed Highland interchange, I will answer your questions in the order in which you listed them:

1. Attached are two prints of our map of this section. There may be some slight revisions necessary, but I am sure they will be minor.

2. The State Highway Department will maintain structure and all legs on our right of way.

3. There will be no cost to the City of Portland except for participation by the Bureau of Parks as covered in a verbal agreement with them.

4. An agreement with the City would be in order.

We will be glad to furnish you a copy of our agreement with the Park Bureau when one has been completed.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Forrest Cooper
Mr. Tom Edwards

DJB:ar fn

**WILLIAM A. BOWES**
COMMISSIONER
**DEPARTMENT OF PUBLIC WORKS**

G. J. LINDSTEDT
ASSISTANT TO COMMISSIONER

F. T. FOWLER
HIGHWAY ENGINEERING
CO-ORDINATOR

**CITY OF PORTLAND**
**OREGON**

December 21, 1956

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

The State Highway Commission has requested the deeding of certain property by the City of Portland for right-of-way for the construction of the proposed traffic interchange on S.W. Canyon Road as an entrance and exit for the new zoo.

Before such a deed is executed, Mr. O. E. Ahern, Right-of-Way Agent for the City of Portland, wishes to obtain the following information concerning this proposed construction:

1. General plans showing the location with reference to S.W. Canyon Road and city property.

2. Who is to maintain the structure and connecting roads after construction?

3. Will the City be asked to participate in the cost?

4. Is any written agreement between the State Highway Commission and the City necessary before construction is started?

In addition to the above, the Highway Engineering Coordinator should receive copies of any plans or agreements with the Park Bureau with reference to this project for his files and information.

PLEASE RETURN TO
FORREST COOPER

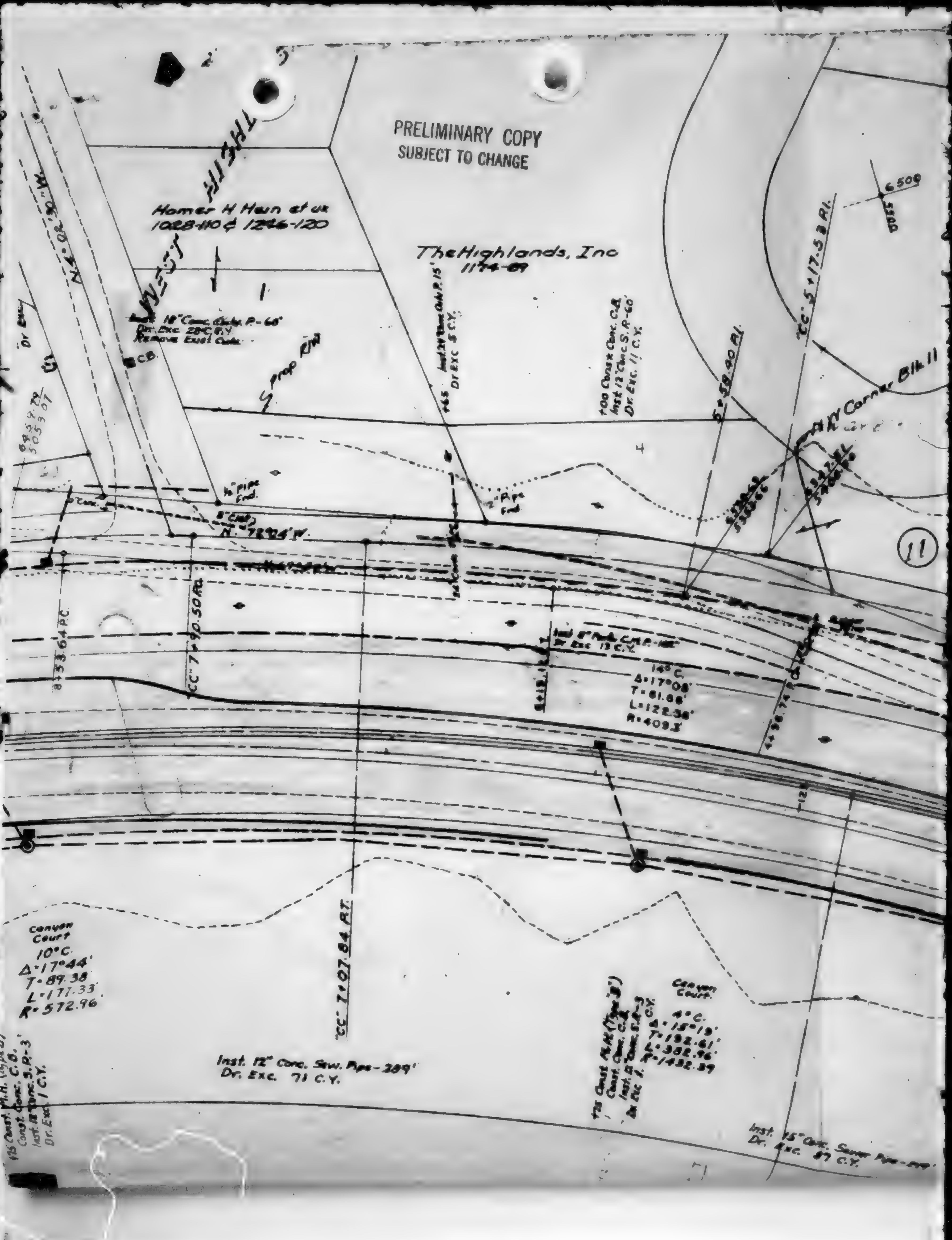
Yours very truly,

F. T. Fowler
Highway Engineering Coordinator

FTF:jd

RECEIV[illegible]D
OR[illegible]
STATE [illegible]

Highlands Interchange
Sunset Hwy
Multnomah County
1"=50'
Jan 1957


PRELIMINARY COPY
SUBJECT TO CHANGE
WEST FIFTH
N. 4°02'30"W.
Homer H Hein et ux
1028-110 & 1246-120
The Highlands, Inc
1174-69
Inst. 18" Conc. Culv. P-60'
Dr. Exc. 28 C.Y.
Remove Exist. Culv.
C.B.
Prop. R/W
6959.79
5053.07
½" Pipe Fnd.
2" Pipe Fnd.
8" Culv.
N. 78°04'W.
765 Inst. 24" Conc. Culv. P.15'
Dr. Exc. 5 C.Y.
700 Const. Conc. C.B.
Inst. 12" Conc. S.R.-60'
Dr. Exc. 11 C.Y.
5+58.90 Rt.
"CC" 5+17.53 Rt.
6509
5055
NW Corner Blk 11
11
8+53.64 P.C.
"CC" 7+90.50 Rt.
Inst. 8" Perf. C.M.P.-168'
Dr. Exc. 13 C.Y.
14°C.
Δ-17°08'
T-61.86'
L-122.38'
R-409.3
4+96.74 P.C.
"CC" 7+07.84 Rt.
Canyon Court
10°C.
Δ-17°44'
T-89.38
L-177.33
R-572.96
Inst. 12" Conc. Sew. Pipe-289'
Dr. Exc. 71 C.Y.
175 Const. M.H. (Type I)
Const. Conc. C.B.
Inst. 18" Conc. S.R.-3'
Dr. Exc. 1 C.Y.
475 Const. M.H. (Type "B")
Const. Conc. C.B.
Inst. 18" Conc. S.R.
Dr. Exc. 1 C.Y.
Canyon Court
4°C.
Δ-15°19'
T-192.61
L-382.96
R-1432.39
Inst. 15" Conc. Sewer Pipe
Dr. Exc. 87 C.Y.

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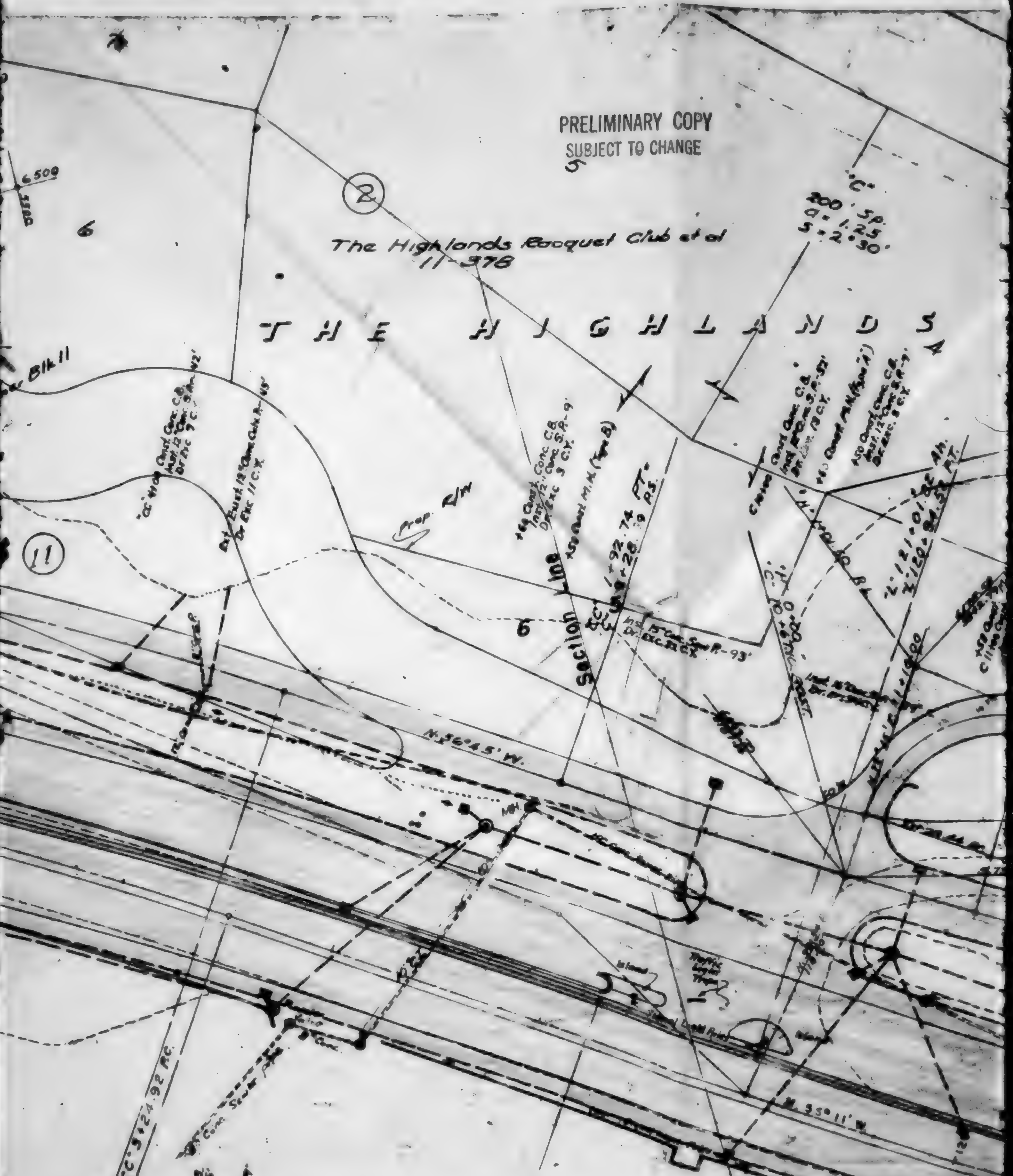
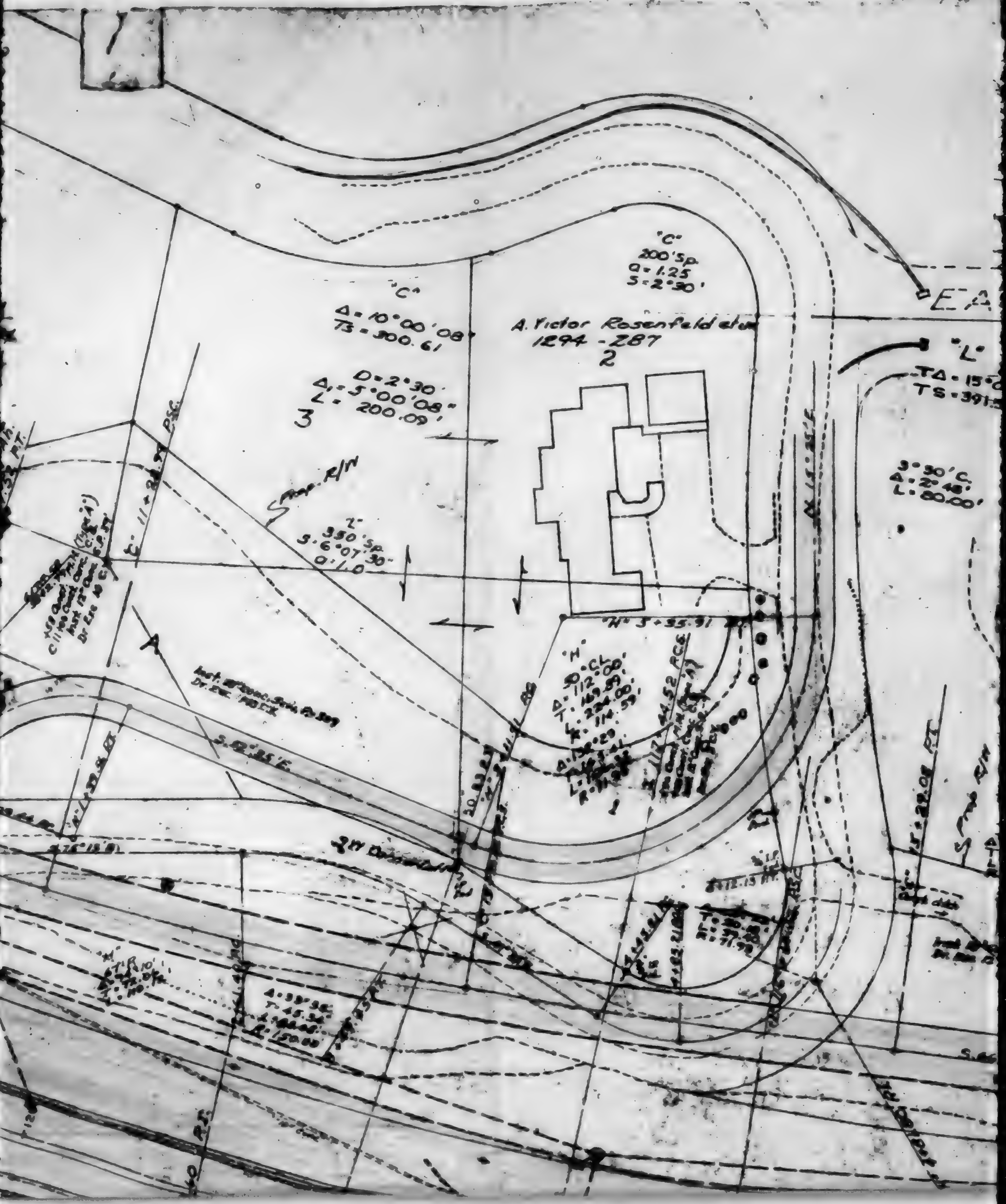
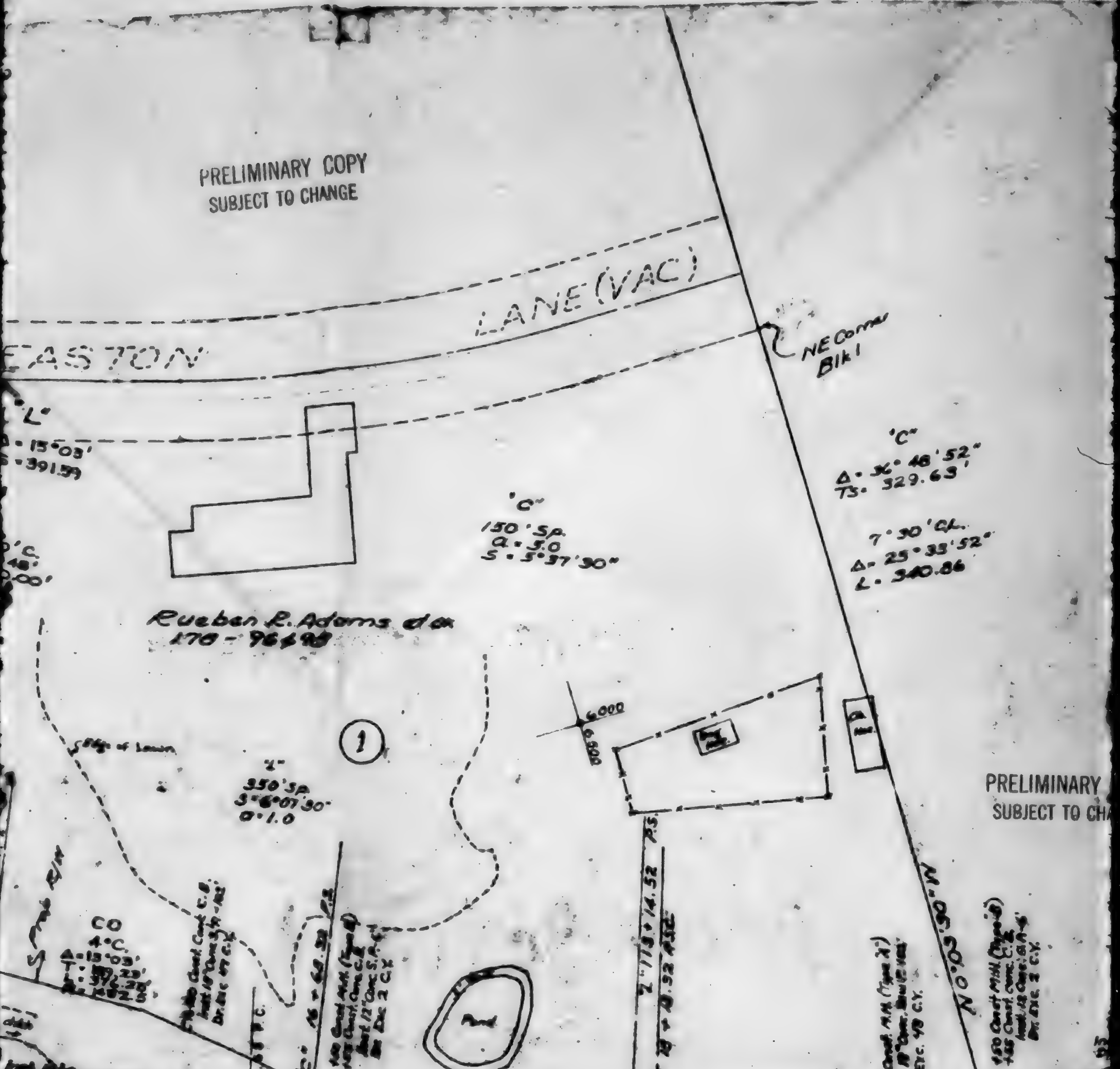
SUBJECT TO CHANGE



②
The Highlands Racquet Club et al
11-378
THE HIGHLANDS
"C"
200' Sp.
a = 1.25
S = 2.30'
6
6
6
⑪
Blk 11
Prop. R/W
Section Line
N.56°45'W.
N.55°11'W.
Traffic Light Pole
Island
Island
"CC" 3+24.92 P.C.


"C"
200'Sp.
a=1.25
S=2°30'
"C"
Δ=10°00'08"
TS=300.61
A. Victor Rosenfeld et ux
1294-287
2
D=2°30'
Δ=5°00'08"
L=200.09'
3
EA
"L"
TΔ=15°
TS=391
3°30'C.
Δ=2°48'
L=80.00'
"Z"
350'Sp.
S=6°07'30"
a=1.0
"H" 3+35.91
"H"
50'CL
A
S.62°35'E.
1


EASTON LANE (VAC)
NE Corner Blk 1
"L"
Δ = 15°03'
= 391.59
"C"
Δ = 36° 48' 52"
TS = 329.63'
7° 30' C.L.
Δ = 25° 33' 52"
L = 340.86
"C"
150' Sp.
a = 3.0
S = 3° 37' 30"
Rueben R. Adams dec
178 - 96 & 98
①
Edge of Lawn
"2"
350' Sp.
S = 6° 07' 30"
a = 1.0
6000
CO
4° C.
Δ = 13° 03'
T = 150.23'
L = 326.25'
R = 1432.5
P.S.
2 "I" 13 + 14.52 P.S.
C 13 + 18.52 AHE
Pond
Inst. 36" Conc. Sew. P - 55'
Dr. Exc. 32 C.Y.
Install 18" Conc. Sew. Pipe - 277'
Dr. Exc. 139 C.Y.
Dr. Exc. 137 C.Y.
N 0° 03' 30" W
Dr. Exc. 49 C.Y.
Dr. Exc. 2 C.Y.
S. 66° 55' 00" E
Existing R/W

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SUBJECT TO CHANGE

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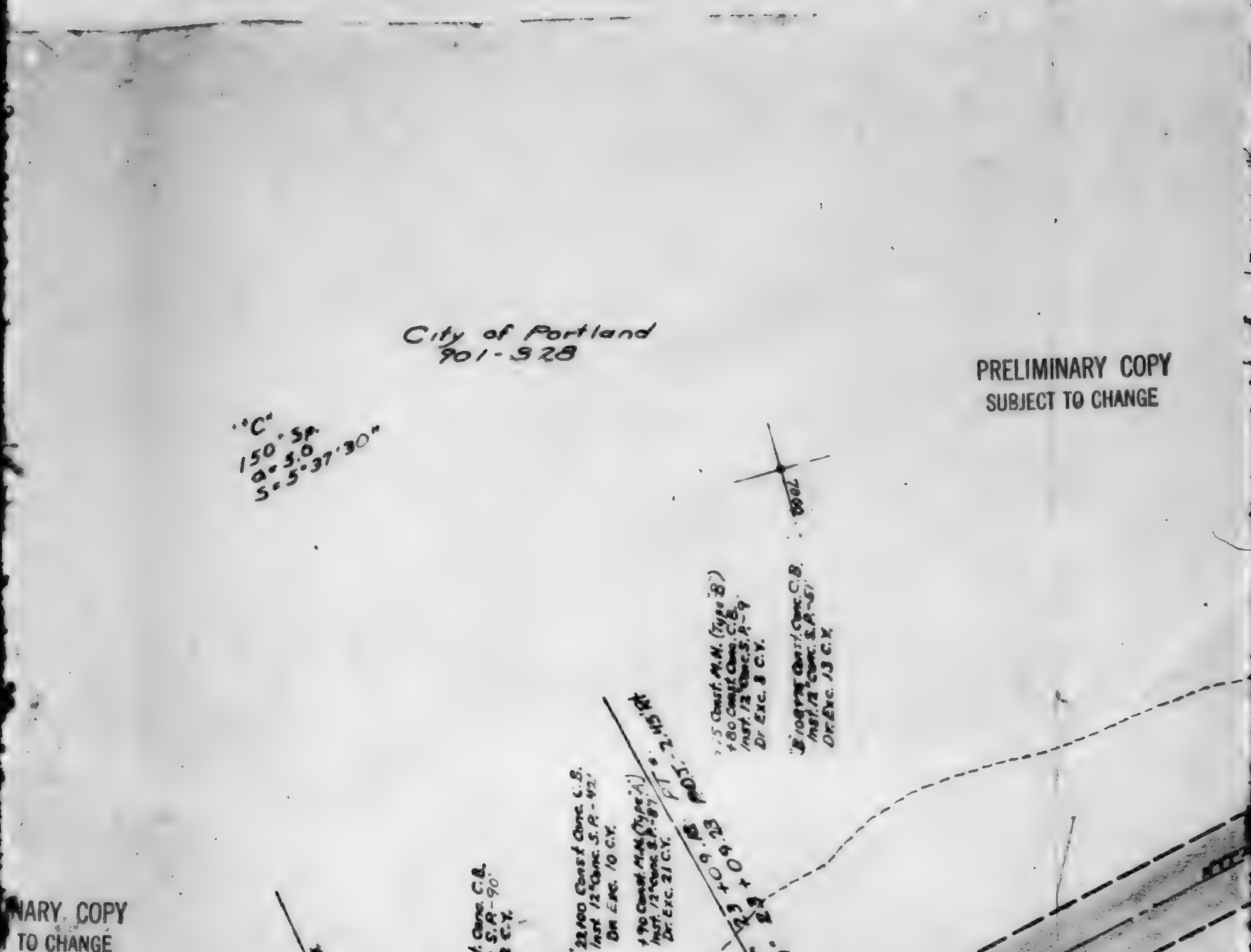
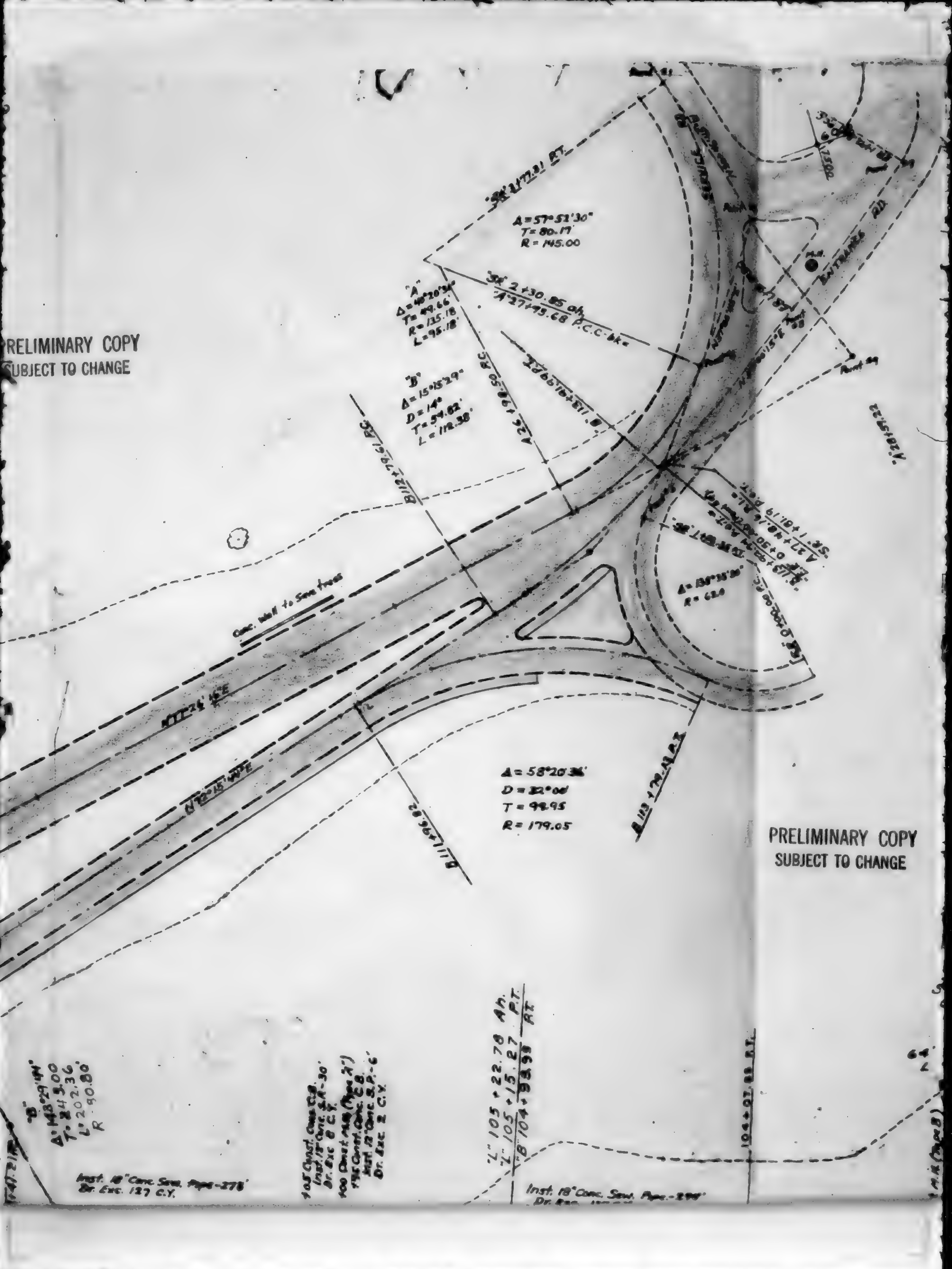
SUBJECT TO CHA

PRELIMINARY COPY
SUBJECT TO CHANGE


City of Portland
901-328
"C"
150' Sp.
a = 5.0
S = 5°37'30"
7080
"C" 21+75 Const. Conc. C.B.
Inst. 12" Conc. S.R.-90'
Dr. Exc. 23 C.Y.
"A" 22+00 Const. Conc. C.B.
Inst. 12" Conc. S.R.-42'
Dr. Exc. 10 C.Y.
+90 Const. M.H. (Type 'A')
Inst. 12" Conc. S.R.-87'
Dr. Exc. 21 C.Y.
+75 Const. M.H. (Type 'B')
+80 Const. Conc. C.B.
Inst. 12" Conc. S.R.-9
Dr. Exc. 8 C.Y.
"B" 10+79 Const. Conc. C.B.
Inst. 12" Conc. S.R.-51'
Dr. Exc. 13 C.Y.
PT = 2.45' Rt.
P.O.T.
"C" 23+09.23
"A" 23+09.23
"C" 21+59.18 P.C.
Prop. R/W
Inst. 18" Conc. Sew. P.-87'
Dr. Exc. 127 C.Y.
Inst. 36" Conc. Sew. Pipe-165'
"B"
Δ = 143°29'44"
T = 243.00
L = 202.36
R = 80.80
L = 188.55
R = 179.03
100.00
65.00
NARY COPY
TO CHANGE


"SR" 2+77.81 P.T.
Δ=57°52'30"
T=80.17
R=145.00
"SR" 2+30.85 ah.
"A" 27+75.68 P.C.C.-bk.=
"A"
Δ=40°20'34"
T=49.66
R=135.18
L=95.18
"B"
Δ=15°15'29"
D=14°
T=54.62
L=112.38
B112+79.61 P.C.
A26+98.50 P.C.
SERVICE
ENTRANCE RD.
Point 24
Conc. Wall to Save trees
N77°24'16"E
N72°15'49"E
Δ=138°35'30"
R=62.0
Δ=58°20'36"
D=32°00'
T=98.95
R=179.05
B111+96.82
B113+79.12 P.T.
"B"
Δ=148°29'44"
T=243.00
L=202.36
R=90.80
Inst. 18" Conc. Sew. Pipe-278'
Dr. Exc. 127 C.Y.
105' Const. Conc. C.B.
Inst. 15" Conc. S.P.-30'
Dr. Exc. 8 C.Y.
100 Const. M.H. (Type "A")
"H" Const. Conc. C.B.
Inst. 12" Conc. S.P.-6'
Dr. Exc. 2 C.Y.
"L" 105+22.78 Ah.
"L" 105+15.27 P.T.
"B" 104+93.99 P.T.
104+27.88 P.T.
Inst. 18" Conc. Sew. Pipe-398'
M.H. (Type B)
64
L

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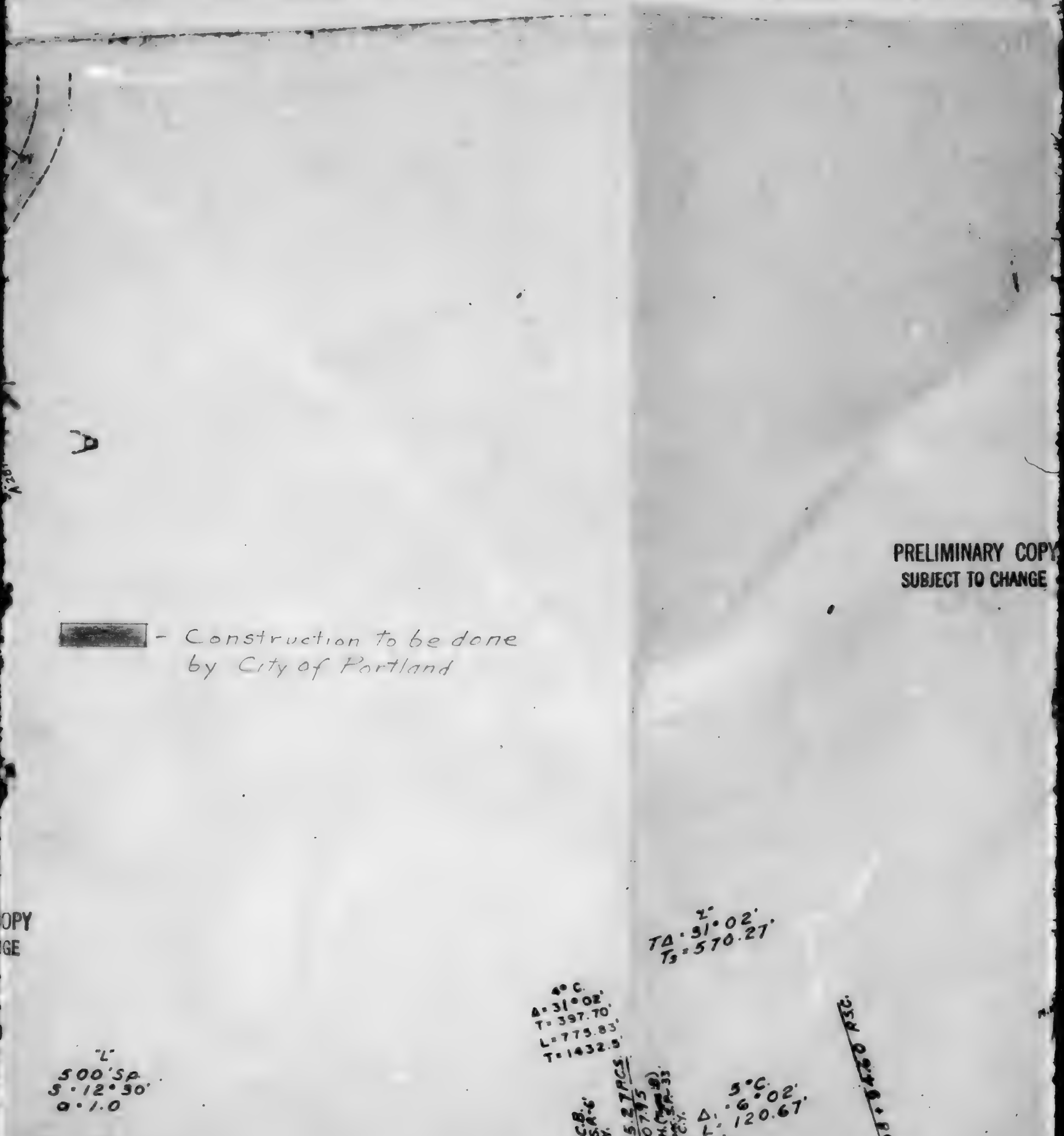
A
"L"
500'Sp.
S • 12° 30'
a • 1.0
"B"
64' inside 500'Sp
L • 486.04'
5900
4° C.
Δ • 31° 02'
T • 397.70'
L • 775.83'
T • 1432.5'
2°
TΔ • 31° 02'
Ts • 570.27'
5° C.
Δ • 6° 02'
L • 120.67'
Const. Conc. C.B.
Inst. 12" Conc. S.A.-6'
Dr. Exc. 2 C.Y.
100 + 15.27 PCS.
"B" 100 + 07.15
Const. M.H. (Type B)
Inst. 12" Conc. S.A.-33'
Dr. Exc. 6 C.Y.
Const. M.H. (Type B)
Const. Conc. C.B.
Inst. 12" Conc. S.A.-6'
Dr. Exc. 2 C.Y.
L 98 + 64.20 P.S.C.
Inst. 15" Conc. Stm. S.-295'
Dr. Exc. 137 C.Y.
OPY
NGE

▬ - Construction to be done by City of Portland

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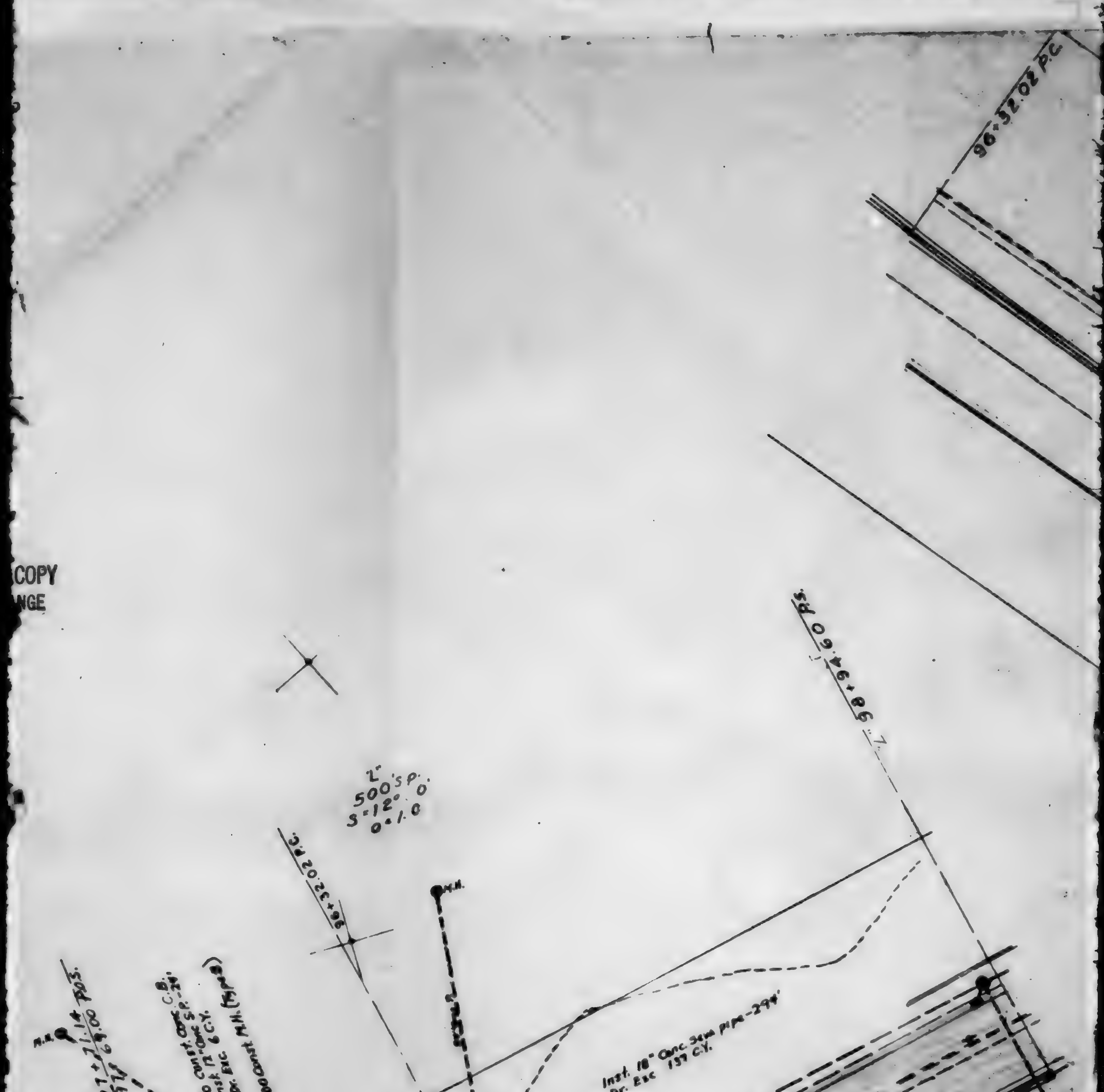
96+32.02 P.C.
COPY
NGE
"L" 98+94.60 P.S.
"L" 500' S.P. 0
S=12° 0
0=1.0
96+32.02 P.C.
M.H.
"B" 97+71.14 P.O.S.
"L" 97+69.00
M.H.
120 Const. Conc. C.B.
Inst. 12" Conc. S.P. -24'
Dr. Exc. 6 C.Y.
400 Const. M.H. (Type B)
M.H.
M.H.
Inst. 18" Conc. Sew pipe-294'
Dr. Exc. 137 C.Y.
S. 77° 44' W.

96+52.02 P.C.
Sta 95+ Medra
98+
620.00' to 1/4 Cor.
T. 1 S.
S. 77° 44' W.

6000
5000
END OF DREDG
27124+76.45 PSC
89 C.Y.
Existing R/W

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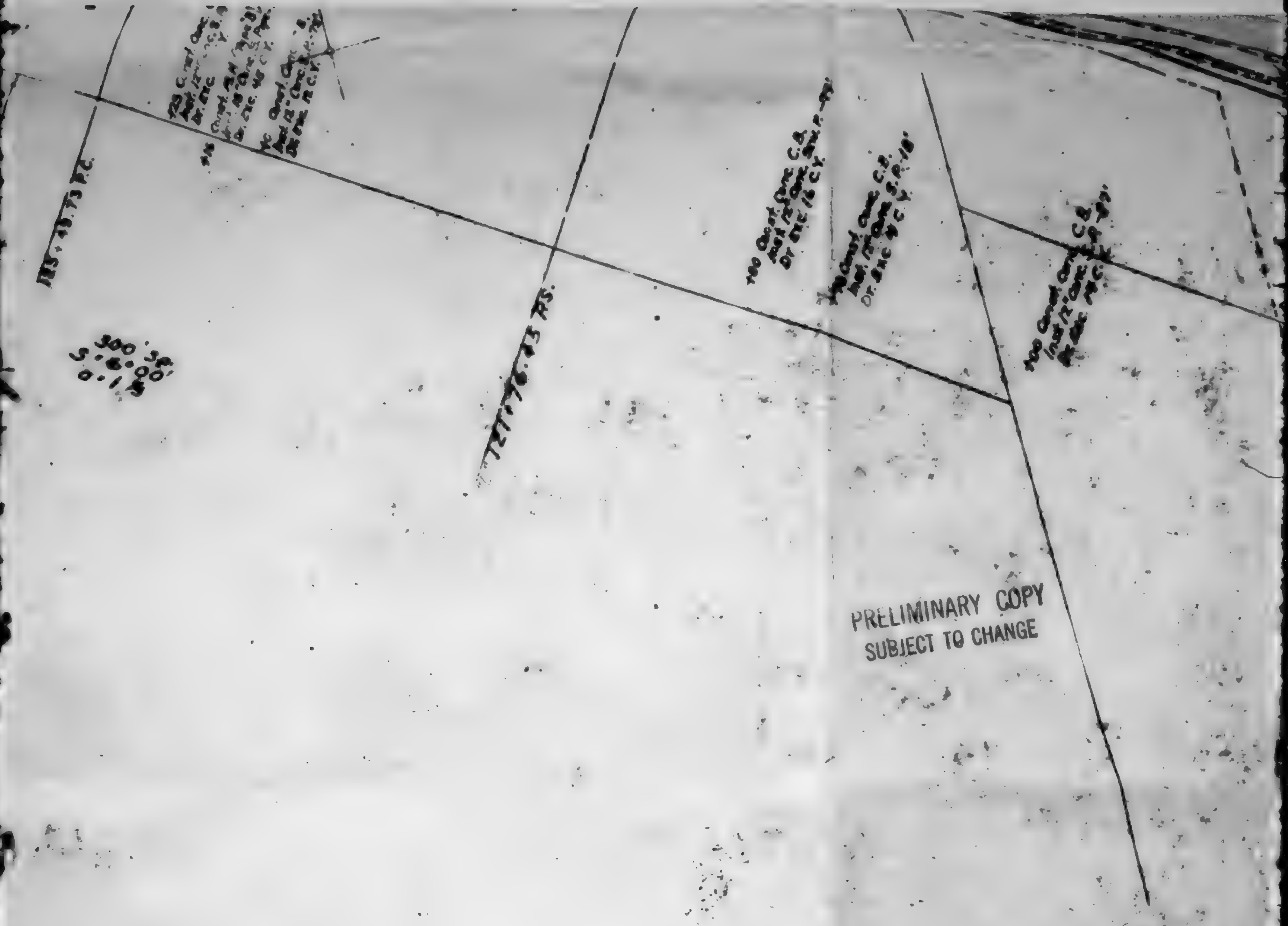
715+43.73 P.C.
721+76.43 P.S.
300 36'
5°00'
0.15
400 Const. Conc. C.B.
Incl. 12" Conc. S.P.-19'
Dr. Exc. 16 C.Y.
400 Const. Conc. C.B.
Incl. 12" Conc. S.P.-18'
Dr. Exc. 16 C.Y.
400 Const. Conc. C.B.
Incl. 12" Conc. S.P.
Dr. Exc. 16 C.Y.

PRELIMINARY COPY
SUBJECT TO CHANGE

Inst. 8" Perf. Dr. Pipe - 300'
Dr. Exc. 40 C.Y.
Existing R/W
"L" 127+06.11 Rt.
"D"
5°C.
Δ=6°24'30"
T=64.19'
L=128.77'
R=1145.92'
5600

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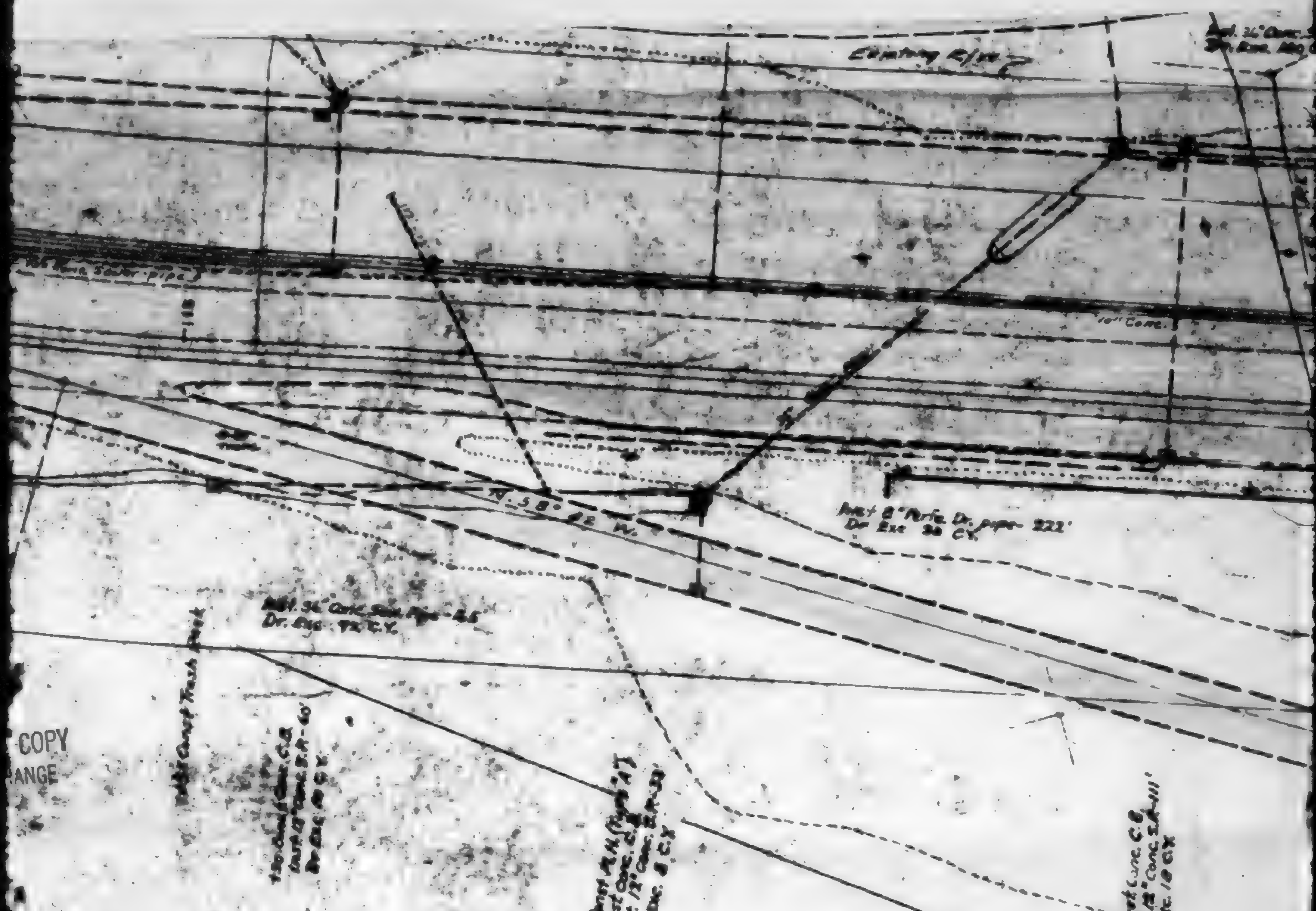
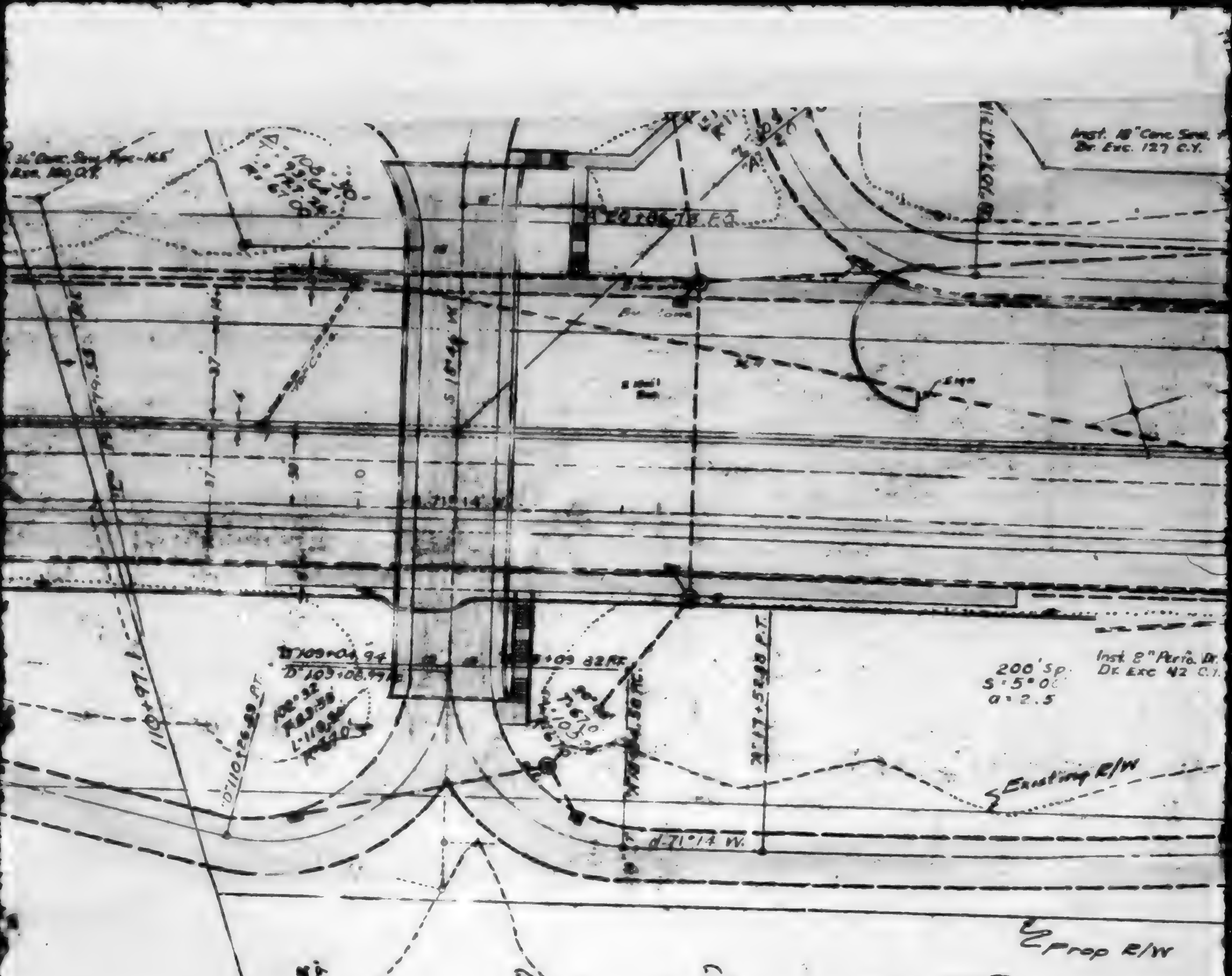

Existing R/W
10" Conc.
N. 58° 22' W.
Inst. 8" Perf. Dr. pipe 222'
Dr. Exc. 38 C.Y.
Inst. 36" Conc. Sew. Pipe 25
Dr. Exc. 92 C.Y.
Constr. Trash Rack
Const. Conc. C.B.
Dr. Exc. 19 C.Y.
Constr. M.H. (Type "A")
Const. Conc. C.B.
Inst. 12" Conc. S.P. 33
Dr. Exc. 8 C.Y.
Const. Conc. C.B.
Inst. 12" Conc. S.P. 111'
Dr. Exc. 18 C.Y.
Prop. R/W
Humphrey Parry et ux
152x - 91
COPY
ANGE


36" Conc. Sew. Pipe-K.S
Exc. 180 C.Y.
Inst. 18" Conc. Sew.
Dr. Exc. 127 C.Y.
S 18°41' W.
71°14' W.
D' 109+04.94
D' 109+08.94 P.C.
110+97.1
D' 110+26.20 P.T.
+09.82 P.T.
17+52.88 P.T.
200' Sp.
S = 5° 00'
a = 2.5
Inst. 8" Perf. Dr.
Dr. Exc. 42 C.Y.
Existing R/W
d-71°14' W.
Prop. R/W
D110+10 Const. Conc. C.B.
Inst. 12" Conc. S.P.-77'
Dr. Exc. 24 C.Y.
"A" 19+50 Const. M.H. (Type "A")
Inst. 12" Conc. S.P.-84'
Dr. Exc. 21 C.Y.
A 19+65 Const. Conc. C.B.
Inst. 12" Conc. S.P.-21'
Dr. Exc. 5 C.Y.
+80 Const. Conc. C.B.
Inst. 12" Conc. S.P.-9'
Dr. Exc. 3 C.Y.
+75 Const. M.H. (Type "B")
Inst. 12" Conc. S.P.-120'
Dr. Exc. 19 C.Y.

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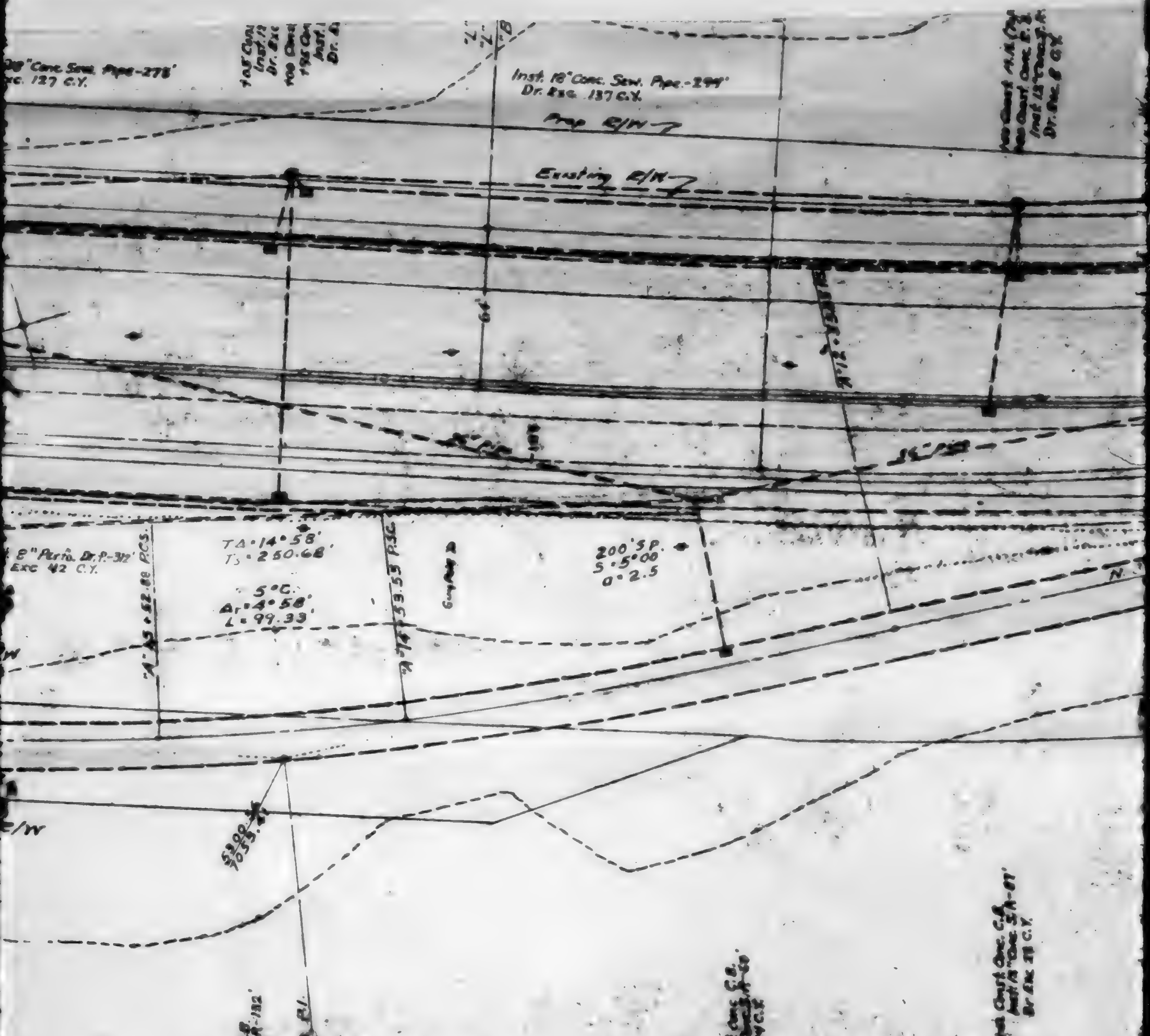
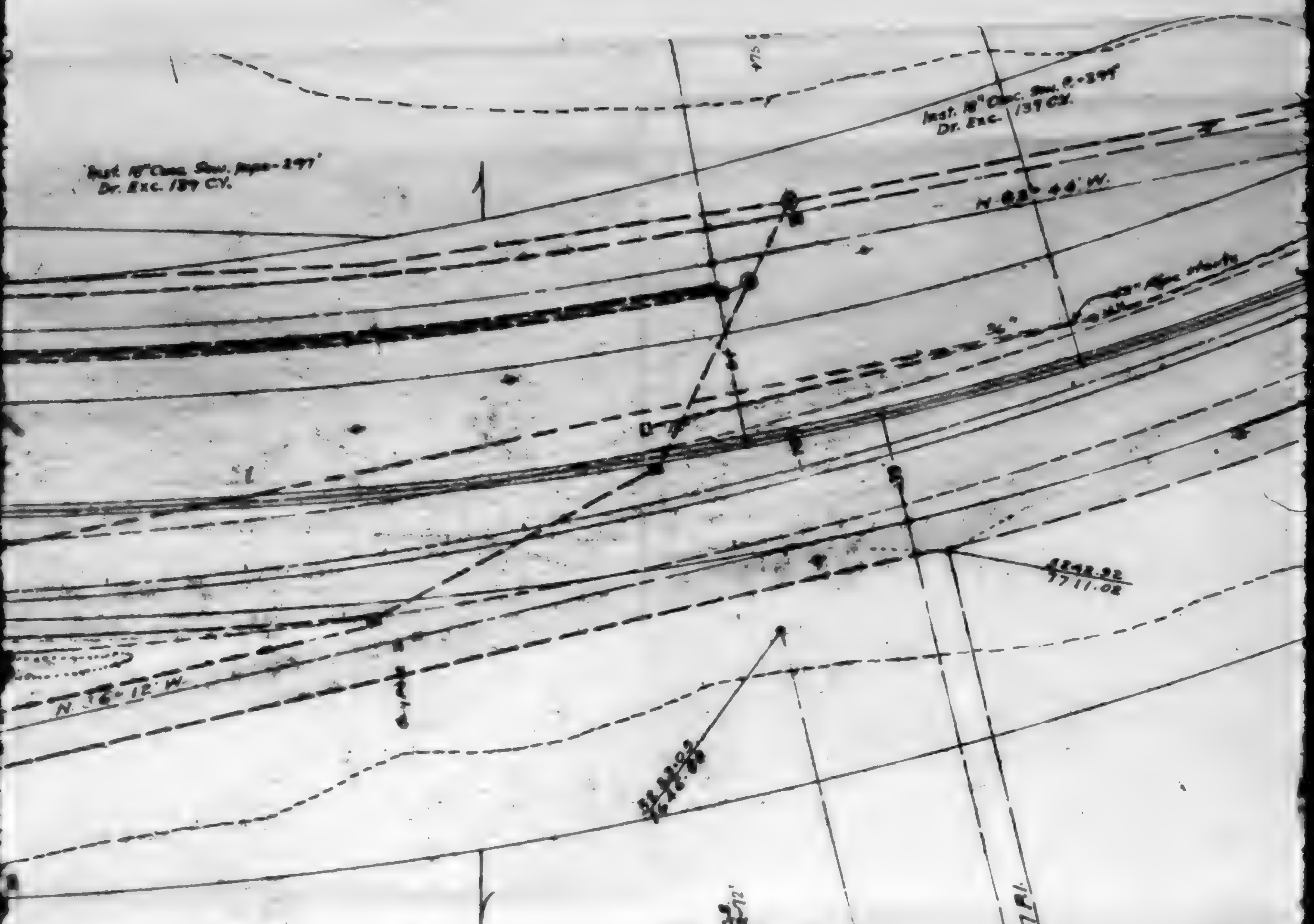
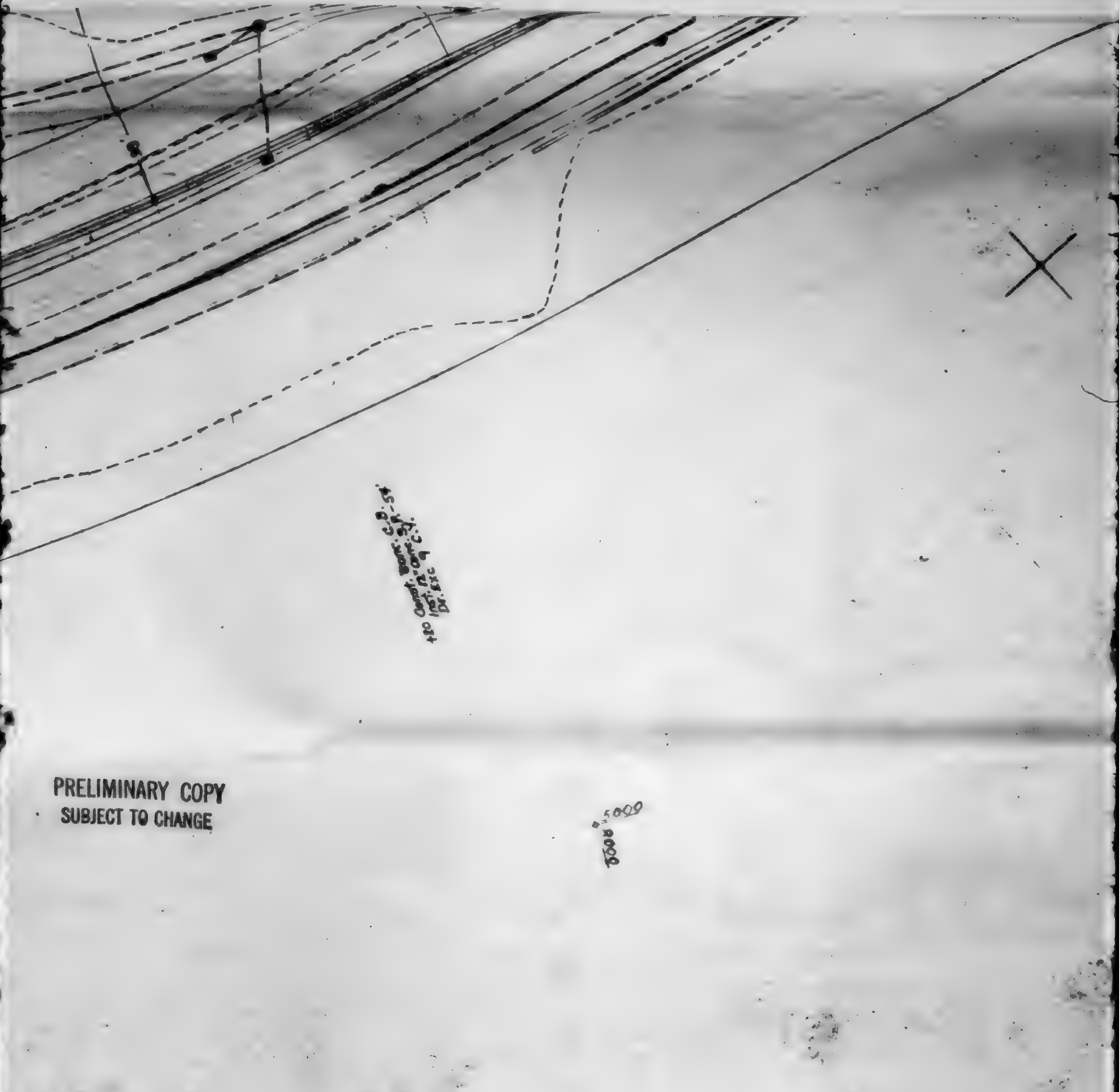

18" Conc. Sew. Pipe-278'
Exc. 127 C.Y.
"L"
"B"
Inst. 18" Conc. Sew. Pipe-299'
Dr. Exc. 137 C.Y.
Prop. R/W
Existing R/W
8" Perfo. Dr. P.-312'
Exc. 42 C.Y.
"A" 13+52.88 P.C.S.
TΔ=14°58'
Ts=250.68'
5°C.
Δc=4°58'
L=99.33'
"A" 14+39.53 P.S.C.
200' S.P.
S=5°00
a=2.5
"A" 15+84.23 P.I.
Dr. Exc. 22 C.Y.
Dr. Exc. 8 C.Y.
Dr. Exc. 28 C.Y.


Inst. 18" Conc. Sew. Pipe-297'
Dr. Exc. 137 C.Y.
Inst. 18" Conc. Sew. P.-295'
Dr. Exc. 137 C.Y.
N 83° 44' W.
N 56° 12' W.
4242.92
7711.08
+50 Const. Conc. C.B.
Inst. 12" Conc. S.P.-111'
Dr. Exc. 18 C.Y.
+50 Const. Conc. C.B.
Inst. 12" Conc. S.P.-72'
Dr. Exc. 72 C.Y.
100+29.72 P.I.
"A" 8+55.76 P.O.C. 99+64.87 P.I.
"L" 99+65.93


+10 Const. Work: C.D.-54
Inst. R-One C.Y.
Dr. Exc. 9 C.Y.
5000
8000

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SUBJECT TO CHANGE

4th Govt. Cont. C. B.
Inst. 12th Dist. S. Rept
Dr Exc. 14 C.Y.

ZOO COMMISSION OF THE CITY OF PORTLAND
115 CITY HALL
PORTLAND, OREGON

August 16, 1956

State Highway Commission
State of Oregon

Gentlemen:

The Portland Zoo Commission and the Oregon Museum of Science and Industry request earliest possible action in constructing an overpass at the Canyon Road entrance to Hoyt Park.

The overpass and approaches will carry traffic to the following:

The new Portland Zoological Gardens - estimated annual attendance 1,200,000 persons
The new zoo will attract a greater annual attendance than any other recreational project in the Portland area.

Oregon Museum of Science & Industry - estimated annual attendance 250,000

Pitch and putt golf course - estimated annual attendance 20,000

The overpass, as planned by state highway engineers, will also carry approximately 200 cars a day to and from the Highlands residential district, thus eliminating the existing Highland stop light on Canyon Road.

Immediate action is needed to provide safe access when the zoo, museum and golf course are opened to the public. Time schedules are as follows:

A substantial portion of the new zoo will be open by August, 1957. This will include sufficient permanent structures and paddocks to house the animals and birds from the present zoo. The railroad and various concessions will be in operation.

The Oregon Museum, it is expected, will be completed probably before the August, 1957 date.

The golf course will be opened still earlier, approximately March 1, 1957.

We urge the overpass and connectors be provided now, so the facility will be ready for the public when the heavy traffic materializes in the summer of 1957. Later construction will force access by way of a park road now under construction from Fairview Blvd. to the new zoo, the museum and the golf course.

If the overpass is provided, the heavy traffic through the main Canyon Road

Presented by Berkeley delegation
11:00 AM — 8/17/56

entrance can be handled expeditiously and safely. Lack of an overpass will result in a major traffic hazard.

Because Hoyt Park is destined to become a major recreational and cultural center of the Portland metropolitan area, we earnestly request early construction of the overpass by the highway department.

Very truly yours,

Don Ostensoe, Chairman
Portland Zoo Commission

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JUN 27 1956
FOR FILING

U-318 (3)

5027

41
6-21-56

June 15, 1956

Mr. Will Gibson, Auditor
City of Portland
Room 202 City Hall
Portland, Oregon

Dear Mr. Gibson:

With your letter of May 3, 1956 directed to Mr. R. H. Baldock, State Highway Engineer, you transmitted three copies of Resolution No. 26906 adopted by the Portland City Council on May 2, 1956, in which the State Highway Commission is requested to take action as may be necessary to construct and reconstruct roads and highways leading to and from S. W. Canyon Road so as to provide adequate ingress and egress to the Zoological Gardens.

Mr. Baldock brought the resolution to the attention of the members of the State Highway Commission at their meeting on June 4, 1956. He estimated the cost to improve the highway as requested, including construction of the necessary grade separation structures, at $463,000, and he pointed out that there are no funds immediately available to finance such work. He suggested that the project be kept in mind for consideration if and when the Congress enacts a federal highway bill. The Commission adopted his suggestion and instructed me to advise you of the action taken. Will you kindly pass the information along to the City Council.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

RECEIVED
MAY 8 - 1956
FOR FILING

H-31P(3)

5027

May 7, 1956

Oregon State Highway Commission

Gentlemen:

Attached hereto is a copy of a resolution passed by the City Council of Portland, which you will find self-explanatory.

There are no moneys now available for construction of the requested interchange, but we do have it in our future five-year plan, and in the event the enlarged road bill is passed our tentative construction schedule includes the improvement of all of the Sunset Highway from 14th Street on the east to the Washington County line on the west. Should Congress enact the road bill, we could call bids this year for the interchange requested at the Zoological Gardens access road, which interchange, incidentally, includes the Highlands Road. The estimated cost of improving the highway within these limits and constructing the necessary grade separation structures is [illegible].

I am acknowledging receipt of the resolution and advising that the matter will be considered by the Highway Commission at a forthcoming meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

Enclosure

cc Mr. S. H. Probert
Mr. Forrest Cooper
Mr. C. H. Maison

COPY

# RESOLUTION NO. 26906

WHEREAS the city of Portland is rapidly completing work on a new Zoological Garden and that in connection with the construction work now in progress, steps should be taken to provide adequate access roads, particularly from S. W. Canyon Road, and

WHEREAS S. W. Canyon Road is a state highway and work thereon should be done by the State Highway Commission, particularly in light of their planned reconstruction of this highway within the city of Portland; now, therefore,

BE IT RESOLVED that the Council of the city of Portland in regular session assembled does by this resolution formally request the State Highway Commission of the state of Oregon to take necessary action to construct and reconstruct necessary roads and highways leading to and from S. W. Canyon Road so as to provide adequate ingress and egress to the Zoological Gardens, now under construction, to the Oregon Museum of Science and Industry, the re-built West Hills Pitch and Putt Golf Course, the Hoyt Park Arboretum, the Highlands Access Road and such other roads and highways as may be deemed necessary, and be it

FURTHER RESOLVED that a certified copy of this resolution be forwarded to the Oregon State Highway Commission, Salem, Oregon, by the Auditor of the city of Portland.

Adopted by the Council May 2, 1956.

Will Gibson

Auditor of the City of Portland

Commissioner Earl
4/24/56
AGB:gm

The above is a typed copy of Resolution 26906. From this file have been removed a photo copy of the Resolution provided by the City Hall together with a true copy certificate under the signature of Will Gibson by his deputy, Robert McCoy. Removed on this date, Wednesday, February 28, 1962, for trial use. CCMP:ts

Peterson
2-28-68

FORM P-[illegible]
[illegible]

CITY OF PORTLAND, OREGON
BUREAU OF PARKS AND PUBLIC RECREATION
115 CITY HALL

STANLEY W. EARL, COMMISSIONER

HARRY B. BUCKLEY
SUPERINTENDENT
J. M. SETTERBERG
CHIEF CLERK

A. W. NUSSBAUMER
DIRECTOR OF OPERATIONS
DOROTHEA M. LENSCH
DIRECTOR OF RECREATION
JACK L. MARKS
DIRECTOR OF THE ZOO

March 28, 1955

Oregon State Highway Dept.
P.O. Box 4699
Portland 2, Oregon

Attention: Mr. Skelton:

Gentlemen:

Before the final grading plan for the new Portland Zoological Garden can be completed, it will be necessary to have definite information as to the future treatment of the access from Canyon Road.

This must be done by joint planning with the Oregon State Highway Department and the architects for the Zoological Garden.

The architects have proposed and have discussed in a general way with Mr. Broadwell of the highway department a solution to the access problem. Transmitted herewith is the plan proposed by the architects.

It is requested that the State Highway Department make a study along this same line and give us an answer as soon as possible. We hope to award a grading contract to start work in July.

The actual new access will not be required until the zoo is in operation, about two years.

Very truly yours,

Superintendent of Parks

HBB:mb

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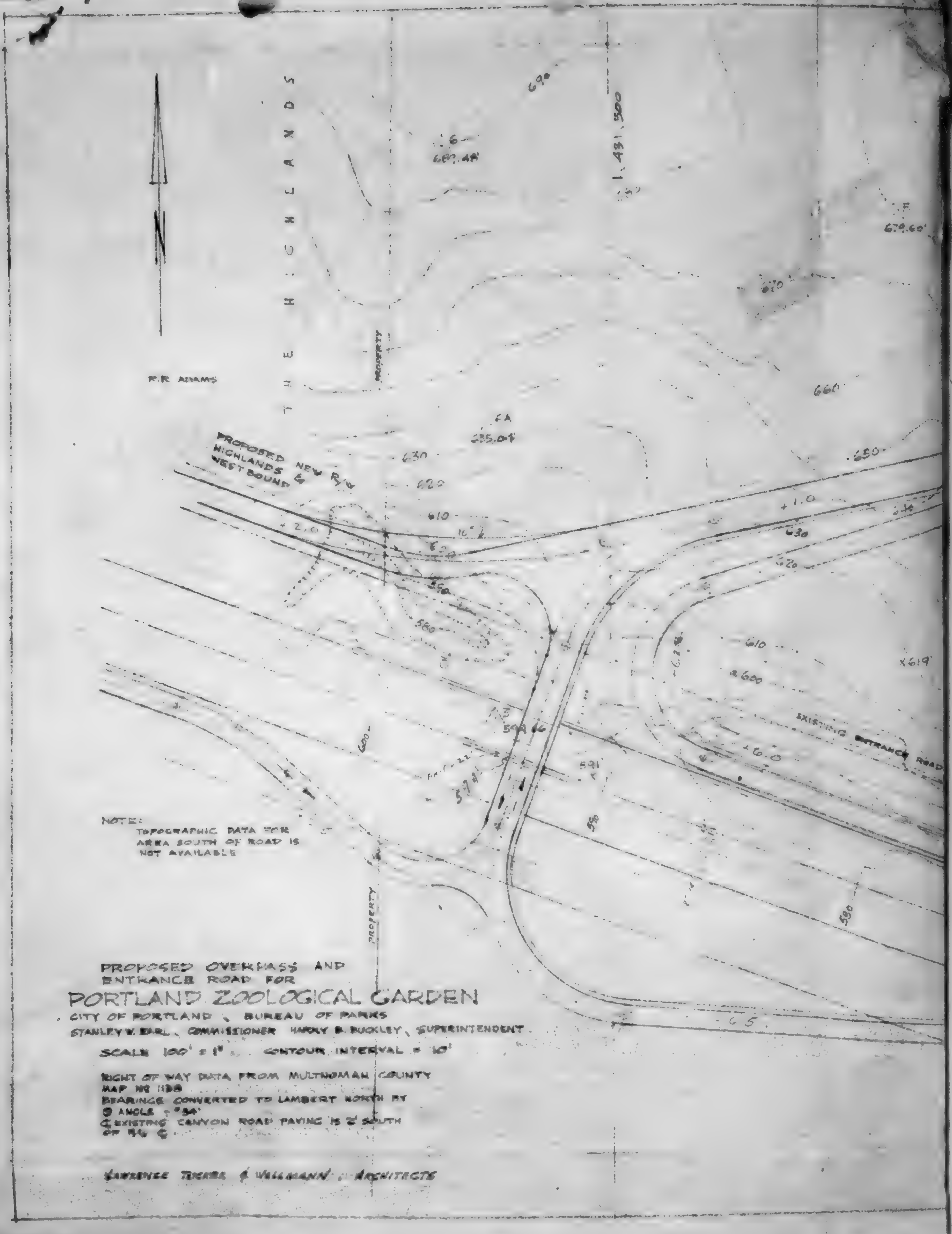
OFFICE
DIVISION ENGINEER
DIVISION NO


THE HIGHLANDS
PROPERTY
F.R. ADAMS
6
682.48
690
1,431,500
F
679.60'
670
660
650
FA
635.08
630
620
610
PROPOSED NEW R/W HIGHLANDS & WESTBOUND
+2.0
+1.0
630
620
590
580
610
600
X619
EXISTING ENTRANCE ROAD
+6.0
598.66
591
600
590
590
65

NOTE:
TOPOGRAPHIC DATA FOR
AREA SOUTH OF ROAD IS
NOT AVAILABLE

PROPOSED OVERPASS AND
ENTRANCE ROAD FOR

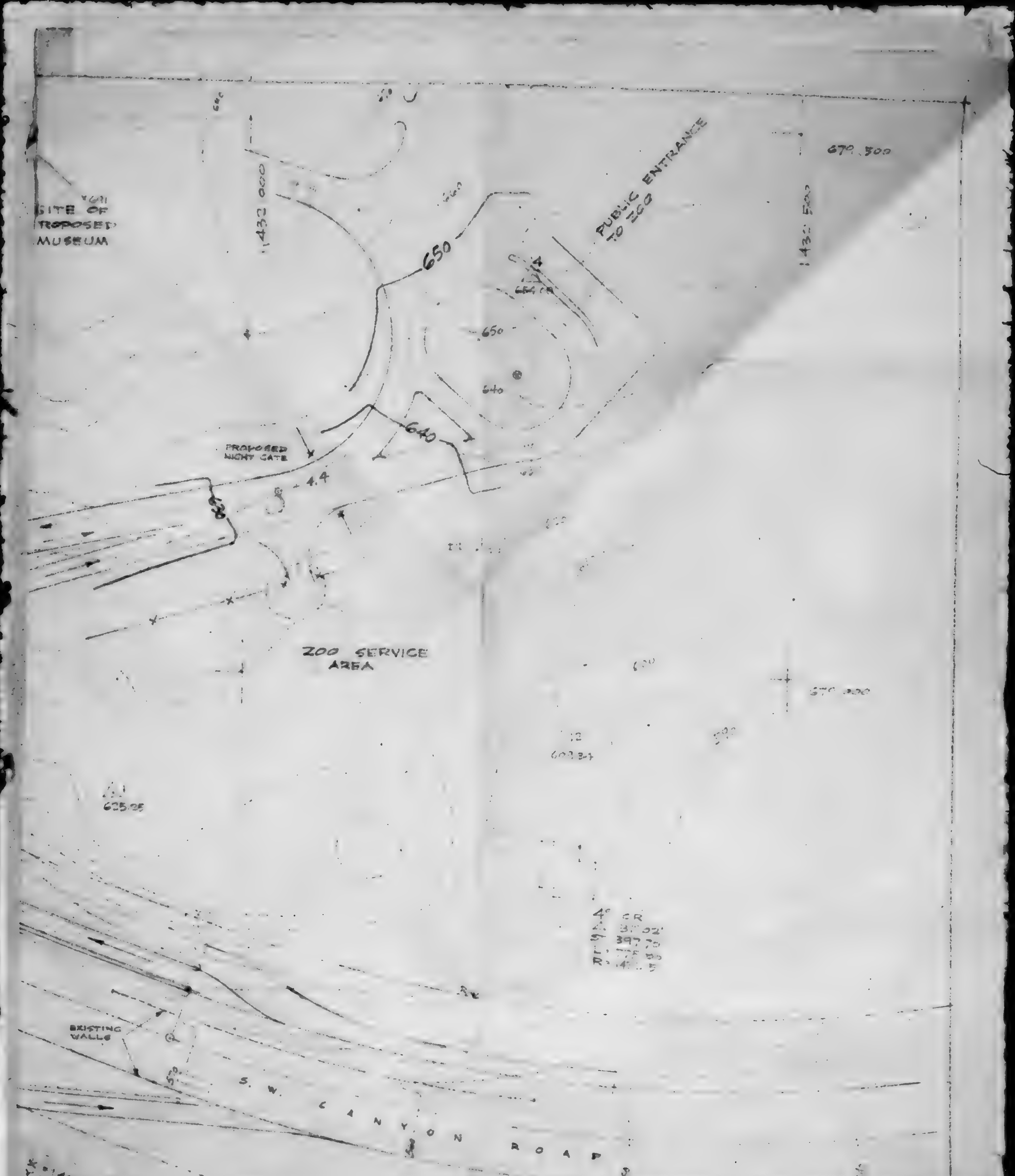
# PORTLAND ZOOLOGICAL GARDEN

CITY OF PORTLAND , BUREAU OF PARKS
STANLEY W. EARL , COMMISSIONER HARRY B. BUCKLEY , SUPERINTENDENT.

SCALE 100' = 1" CONTOUR INTERVAL = 10'

RIGHT OF WAY DATA FROM MULTNOMAH COUNTY
MAP NO 1138
BEARINGS CONVERTED TO LAMBERT NORTH BY
Θ ANGLE – °34'
℄ EXISTING CANYON ROAD PAVING IS 2' SOUTH
OF R/W ℄

LAWRENCE TUCKER & WELLMANN , ARCHITECTS


SITE OF PROPOSED MUSEUM
1 432 000
PUBLIC ENTRANCE TO ZOO
679 500
1 432 500
650
650
640
640
PROPOSED NIGHT GATE
4.4
ZOO SERVICE AREA
679 000
625.25
4° CR
Δ 37°02'
S 397.70
R 1432.5
EXISTING WALLS
S. W. CANYON ROAD
X = 1431 938.47
Y = 678 663.82
678 500

JOB 169 · DWG D-4 3-6-58

1-3314 [illegible] Jr.-Hill Jr. [illegible] 19[illegible]
Proj. Engr. on the [illegible]-
[illegible] [illegible].

RECEIVED
MAY 5 1958
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W. C. Williams

NOTED
W. C. WILLIAMS

# FINAL COST ANALYSIS

April 30, 1958

1-8314

Unit Junction-Mill Creek
Contract No. 5028

Rock Production
E. H. Itschner Company, Contractor
Kevin Laughlin, Resident Engineer

Baker-Unity Highway
Prefix No. 1-8314

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| 3. ¼"-#10 Cr. Mat'l in S.P. | 2,039.4 | Cu. Yds. | $2.95 | $2.49 | $ 5,081.05 | $ 6,016.23 |
| PA #1 5/8"-3/8" Cr. Mat'l in Stockpile | 3,659.1 | Cu. Yds. | 2.95 | 2.49 | 9,116.45 | 10,794.35 |
| PA #1 3/8"-¼" Cr. Mat'l in Stockpile | 3,463.3 | Cu. Yds. | 2.95 | 2.49 | 8,628.22 | 10,216.74 |
| PA #1 ½"-#10 Cr. Mat'l in Stockpile | 1,158.8 | Cu. Yds. | 2.95 | 2.49 | 2,887.09 | 3,418.46 |
| Haul Adjust, Favor of Cont'r | 3,603.44 | Yd. Mile | .12 | | | 432.41 |
| #10-0 Rejects | 1,000 | Cu. Yds. | .25 | | | 250.00 |
| | | | | | $25,713.21 | $31,128.19 |

| | |
|---|---|
| Gross Revenue | $31,128.19 |
| Total Cost | 25,713.21 |
| Net Profit | $ 5,414.98 |

Net Profit Equals 17.39% of Gross Revenue

## CRUSHING BREAKDOWN

| | Quantity | Unit | Cost | Unit Cost |
|---|---|---|---|---|
| Move In | 10,320.6 | Cu. Yds. | $ 2,855.15 | $0.276 |
| Feeding | 10,320.6 | Cu. Yds. | 6,589.22 | 0.638 |
| Crushing | 10,320.6 | Cu. Yds. | 7,821.06 | 0.758 |
| Haul to Stockpile | 10,320.6 | Cu. Yds. | 6,683.10 | 0.647 |
| Stockpiling Crushed Materials | 10,320.6 | Cu. Yds. | 1,764.68 | 0.171 |
| | | | $25,713.21 | $2.49 |

The crushing plant operated 205 hours for an average production of 50.3 cubic yards per working hour.

# Detail of Cost

|  |  |  |
|---|---|---|
| Labor: | | |
| Labor and Supervision | $ 5,730.56 | |
| Labor Insurance | 315.85 | |
| | | $ 6,046.46 |
| Equipment Rental & Misc. Supplies: | | |
| Equipment Rental, Owned | $10,171.65 | |
| " " , Hired Operated | 6,169.86 | |
| Gas, Oil and Grease | 2,447.71 | |
| Freight | 50.58 | |
| Small Tools & Misc. Supplies | 85.49 | |
| Bond | 233.46 | |
| Home Office and General Overhead | 508.05 | |
| | | 19,666.80 |
| Total Cost . . . . . . . . . . . . . . . . . . . . . . | | $25,713.21 |

Remarks:

This was a "State Project" consisting of the furnishing of 10,320.6 cubic yards of crushed material in stockpiles for later use by the State in connection with maintenance operations on the Unity Junction-Mill Creek Section of the Baker-Unity Highway in Baker County.

The project was bid August 30th, 1957, awarded September 12th, 1957 and completed December 5th, 1957.

The contractor began moving equipment onto and in the vicinity of the project October 1st, 1957. The cone crusher was placed near the gravel pit and the balance of crushing plant and equipment was temporarily stored in the yard of the State Highway maintenance shed at Hereford. An interval of approximately one week was used to overhaul and repair equipment while the gravel site was being prepared for crusher setup, haul road and pit stripping.

The crushing plant was set up and crushing operations began on October 21st, 1957.

Prior to crushing it was found, upon stripping the gravel pit, that it would be difficult to produce the larger sizes of crushed material from the material source, which did not contain any great amount of large rock. A price agreement was made to produce smaller sizes for the same price as the bid.

Although the contractor had to handle nearly twice as much material to produce the required quantities of the contract, he made a good profit.

M. N. Juve
Chief Cost Analyst

By . . Gordon K. Hansen

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OREGON STATE HIGHWAY DEPARTMENT
(date)
January 24, 1958

|  |  |  |  |
|---|---|---|---|
| 18344 |  |  |  |
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |  |
| 5028 | Est. 4 Final | E. H. Itschner |  |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 882 | H202275 | $ 933.95 | 1-23-58 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion Date: 90 workdays from 10-1-57

Time Extensions: None

Completion Date: Dec. 5, 1957

Date Accepted: Jan. 16, 1958

Penalties: None of record

Claims: None of record

Remarks:

---

Date: Jan. 24, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JAN 24 1958 GRu.

NOTED ON CARD
CM

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JAN [illegible] - 1958
FOR FILING

Jan. 8, 1958

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5028 for rock production on the Unity Junction-Mill Creek Section of the Baker-Unity Highway in Baker County was completed by the contractor, E. H. Itschner Company, on Dec. 5, 1957, but has not as yet been accepted by the Commission.

Final payment in the amount of $933.85 will be released to the contractor after acceptance by the Commission. The total contract amount is $31,128.19, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
em

Form E-1—10M—12-56

Final Report

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 6, 1957

Section Unity junction - Mill Creek

Highway Baker - Unity County Baker

Contractor E.H.Itschner Co.

Date of contract Sept. 12, 1957, 19

Date work started Oct. 21, 1957

Project authorization $ 33,187.50

Exclusive of engineering $ 30,827.50

Kind of work Rock Production

Section prefix 1-8314

Contract number 5028

Specified work days 90 Beginning Oct. 1, 1957

Work days used 42

Per cent of time elapsed 47 %

Estimated cost of completed project, exclusive of engineering $ 31,128.22

Estimated per cent overrun or underrun 0.97 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 2,360.00

Engineering cost to date $ 1,390, 58.8 %

Date project was completed December ~~6~~ 5, 1957

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All crushing was completed Wednesday and the remaining piles were measured Thursday. A pile of #10.-0 Reject , at the plant, was also measured.

Mr Nelson, owner of the leased Gravel site, looked over the operations and was satisfied with the way the excavation was left.

The Semi Final was submitted to the Division office on Friday.

CONSTRUCTION DIVISION
RECEIVED
DEC [illegible] 1957
NOTED EY B

Noted
M. N. Juve

Signed Kevin Laughlin
Kevin Laughlin

Address Rand Building , Baker Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities (contract) | | | 10,000 | | |
| Total quantities corrected to date | | | 10,320.6 | | |
| Estimated quantities moved or placed to date | | | 10,320.6 | | |
| Average daily quantities | | | 245 | | |
| Average daily quantities necessary to complete project on time | | | completed | | |
| Number shifts per day | | | 1 | | |
| Hours per shift | | | 8 | | |
| Average force on project for week | | | 10 | | |

| | |
|---|---|
| Men | 4 |
| Supervision | 1 |
| Men and trucks under 3 tons | |
| Men and trucks over 3 tons | 3 |
| Men and tractors | 2 |

Equipment used during week: Shovels 1, Power graders ........., Rollers ........., Mixers ........., Crushing or screening plants 1

Compressors ..........., Bulldozers 2, Compaction rollers ..........., Dumpys 2, Trucks 4, . . . . ..........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | Cold | | |
| Tuesday | Cold | | |
| Wednesday | Cold | Completed | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

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SEP 16 1957
FOR FILING

1-8314

[illegible]

September 16, 1957

E. H. Itschner Company
P. O. Box 316
Molalla, Oregon

Gentlemen:

The State Highway Commission on September 12, 1957 awarded to you State Highway Contract No. 5028 for the Unity Junction-Mill Creek Rock Production Project on the Baker-Unity Highway in Baker County.

This award was based on your bid of $29,500.00 which was the low bid submitted to the Commission on August 30, 1957 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

[illegible](1) Bear Cr. Br. and Buck Cr. [illegible]
S-3[illegible] Bridges [illegible] Cr. [illegible]
[illegible] 212 and 213, south of Canby

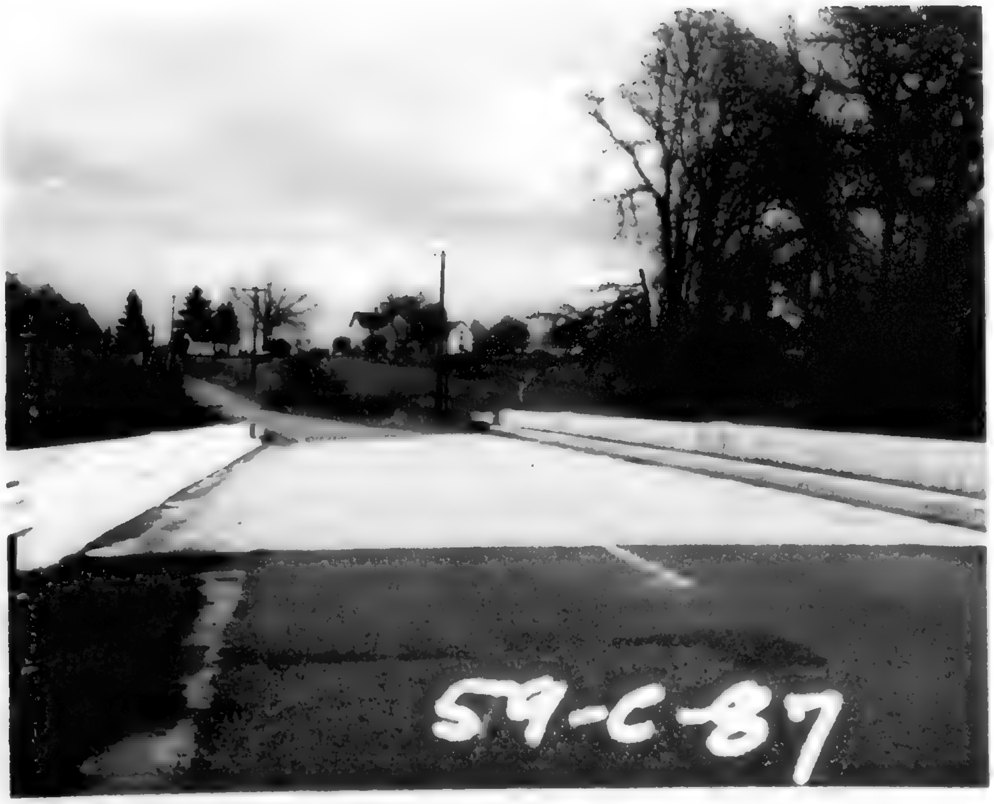
[illegible]

FAS 813 County Clackamas Contract No. [illegible]

Section

Location 57-C-56 [illegible] W.

4-30-59


59-C-87

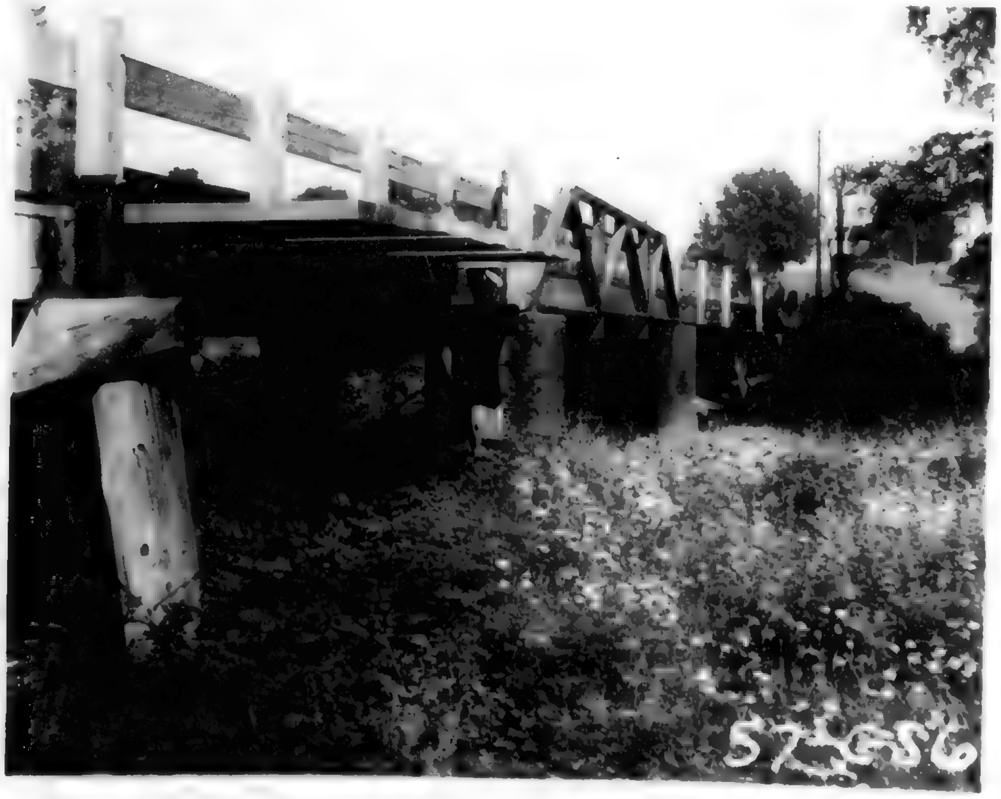
57-C-56

195 / + 1959

FAS 813 County Clackamas Contract No. [illegible]

Section

L



1957
+ 1959

**FAS** 813 **County** [illegible] **Contract No.** 5029

[illegible] Clackamas FAS 813

[illegible]

Slide [illegible] 57-C-56

[illegible] [illegible] [illegible] 813

Rock Co [illegible]

[illegible]

Form A-150—10M—6-57

NOTED
V. R. JONES

NOTED
Harold C. Ayers

INVOICE

# Oregon State Highway Department

SALEM, OREGON

Contract 5029
A-352(1) & [illegible]

Invoice No. 57386

Date September 8, 1958

Your Req. No.

Billing Request No. co 443

Credit Distribution: 503-1066-297

Clackamas County
Oregon City, Oregon

Attn: County Court

RECEIVED
SEP 9 1958

Final Billing: Bear Creek and Buck Creek (2) Bridges, FAS 812 and 813, covered by agreement dated August 21, 1957.

The refund due Clackamas County is to be retained as part of deposit for Shipley Bridge, FAS 122, See co-444.

| | | |
|---|---|---|
| Original Advance Deposit | 21,450.00 | |
| Lessamount previously transferred | 17,450.00 | |
| Balance in advance deposit fund | | 4,000.00 |
| County share total cost as per attatched statement | 18,752.66 | |
| Lessamount previously transferred | 17,450.00 | |
| Balance | | 1,302.66 |
| Refund Due County (To be retained) | | $2,697.34 |

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request. $_______________

By __________________________

NOTED
C. G. SWENSON

State Printing 4396

NOTED
V. R. JONES

September 8, 1958

NOTED
Harold C. Ayers

Clackamas County Court
Courthouse
Oregon City, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Bear Creek and Rock Creek Bridges, FAS 812 and 813. In accordance with the attached cost statement a refund of $2,697.34 is due the county on these projects.

As per our previous correspondence this refund is being retained as part of the deposit required for the Shipley Bridge on FAS 122.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

NOTED
C. G. SWENSON

OREGON STATE HIGHWAY DEPARTMENT

Completed 3/3/58
ITEMIZED STATEMENT OF FINAL COSTS

County CLACKAMAS Contract No: 5029 Date 9/3/58

FAS 812 and 813 Section Bear Creek and Rock Creek (2) Bridges

PAYMENTS TO CONTRACTOR

| Item | Unit | Unit Price | Total Qty. | Total Cost |
|---|---|---|---|---|
| Payments to Contractor as per attached tabulation . . . . . . . . . | | | | $91,590.76 |
| Construction Engineering . . . . . . . . . . . . . . . . . . . . . . . . . . | | | | 5,757.55 |
| TOTAL CONSTRUCTION COSTS . . . . . . . . . . . . . . . . . | | | | $97,348.31 |
| FEDERAL FUNDS COLLECTED FOR PROJECT. . . . . . . . . | | | | $59,843.00 |

AGREED COUNTY SHARE TOTAL COST
(50% of difference between total cost and federal funds)

($97,348.31 - $59,843) X 1/2 = $18,752.66

| | |
|---|---|
| County Advance Deposit ............ | $21,450.00 |
| Less County Share Costs............ | 18,752.66 |
| REFUND DUE COUNTY... | $ 2,697.34 |

JFH:mm

April 2, [illegible]

STATE OF OREGON,

To HAMILTON AND THOMS, Dr.

County Clackamas

Postoffice address Eugene, Oregon

Highway Barlow - Montier [illegible]

Work done to Mar. 3, 1958

Contract No. 5029

Section Bear Creek and Rock Creek Bridges

Prefix No. 503-1066-201(41)

Estimate No. 5 Final

| ITEM | Unit | Unit Prices | Total Quantities To Date | Total Amount To Date | Previous Amount | Present Amount |
|---|---|---|---|---|---|---|
| BEAR CREEK BRIDGE: | | | | | | |
| 1. Remove old bridge | all | 1200.00 | 100% | 1,200.00 | 1,200.00 | - |
| 2. Furn. treated timber piling | l.f. | 1.25 | 960 | 1,200.00 | 1,200.00 | - |
| 3. Drive timber piles | each | 65.00 | 24 | 1,560.00 | 1,560.00 | - |
| 4. Class "A" concrete | c.y. | 60.00 | 97.69 | 5,861.40 | 5,700.00 | 161.40 |
| 5. Metal reinforcement | lb. | .12 | 28,159 | 3,379.08 | 3,360.00 | 19.08 |
| 6. Treated timber in place | M-FBM | 400.00 | 1.28 | 612.00 | 512.00 | - |
| 7. Metal guard rail | l.f. | 3.00 | 114.33 | 342.99 | 342.99 | - |
| 8. Coarse Cr. matl. in base | c.y. | 4.50 | 25 | 112.50 | 112.50 | - |
| ROCK CREEK BRIDGE NO. 6023A: | | | | | | |
| 11. Remove old bridge | all | 2000.00 | 100% | 2,000.00 | 2,000.00 | - |
| 12. Furn. treated timber piling | l.f. | 1.25 | 2,880 | 3,600.00 | 3,600.00 | - |
| 13. Drive timber piles | each | 65.00 | 72 | 4,680.00 | 4,680.00 | - |
| 14. Class "A" concrete | c.y. | 60.00 | 348.98 | 20,938.80 | 20,880.00 | 58.80 |
| 15. Metal reinforcement | lb. | .12 | 101,421 | 12,170.52 | 12,120.00 | 50.52 |
| 16. Treated timber in place | M-FBM | 400.00 | 4.28 | 1,712.00 | 1,712.00 | - |
| 17. 8" metal drain pipe | l.f. | 3.00 | 9 | 27.00 | 27.00 | - |
| 18. Special borrow excav., unclass. | c.y. | 3.00 | 128 | 384.00 | 399.00 | -15.00 |
| 19. Metal guard rail | l.f. | 3.00 | 114.33 | 342.99 | 342.99 | - |
| 20. Coarse cr.matl. in base | c.y. | 4.50 | 45 | 202.50 | 180.00 | 22.50 |
| ROCK CREEK BRIDGE NO. 6543A: | | | | | | |
| 23. Remove old bridge | all | 1500.00 | 100% | 1,500.00 | 1,500.00 | - |
| 24. Structural excavation | c.y. | 10.00 | 143.63 | 1,436.30 | 1,420.00 | 16.30 |
| 25. Furn. treated timber piling | l.f. | 1.25 | 540 | 675.00 | 675.00 | - |
| 26. Drive treated timber piles | each | 65.00 | 12 | 780.00 | 780.00 | - |
| 27. Furn. untreated timber piling | l.f. | .85 | 960 | 816.00 | 816.00 | - |
| 28. Drive untreated timber piles | each | 45.00 | 32 | 1,440.00 | 1,440.00 | - |
| 29. Class "A" concrete | c.y. | 70.00 | 214.11 | 14,987.70 | 15,050.00 | -62.30 |
| 30. Metal reinforcement | lb. | .13 | 54,622 | 7,100.86 | 7,150.00 | -49.14 |
| 31. 8" metal drain pipe | l.f. | 3.00 | 18 | 54.00 | 54.00 | - |
| 32. Spec. borrow excav., unclass. | c.y. | 3.00 | 562 | 1,686.00 | 1,983.00 | -297.00 |
| 33. General excav., unclass. | c.y. | 2.00 | 71.69 | 143.38 | 142.64 | .74 |
| 34. Metal guard rail | l.f. | 3.00 | 114.33 | 342.99 | 342.99 | - |
| 35. Coarse crushed matl. in base | c.y. | 4.50 | 84 | 378.00 | 378.00 | - |
| 36. 3/4"-0 material in base | c.y. | 5.00 | 4 | 20.00 | 20.00 | - |
| PA#1 Cement adjustment | bbl | 4.13 | 1.15 | 4.75 | - | 4.75 |

| | | | | |
|---|---|---|---|---|
| Audited and approved by | Totals | 91,590.76 | 91,680.11 | -89.35 |
| Period covered 2/5 - 3/3/58 | 0 % Retained | - | 7,150.20 | 7,150.20 |

Work done to Mar. 3, 1958 Contract No. 5029

Section Bear Creek and Rock Creek Bridges Prefix No. 503-1066-201(41) Estimate No. 5 Final

| ITEM | Unit | Unit Prices | Total Quantities To Date | Total Amount To Date | Previous Amount | Present Amount |
|---|---|---|---|---|---|---|
| BEAR CREEK BRIDGE: | | | | | | |
| 1. Remove old bridge | all | 1200.00 | 100% | 1,200.00 | 1,200.00 | - |
| 2. Furn. treated timber piling | l.f. | 1.25 | 960 | 1,200.00 | 1,200.00 | - |
| 3. Drive timber piles | each | 65.00 | 24 | 1,560.00 | 1,560.00 | - |
| 4. Class "A" concrete | c.y. | 60.00 | 97.69 | 5,861.40 | 5,700.00 | 161.40 |
| 5. Metal reinforcement | lb. | .12 | 28,159 | 3,379.08 | 3,360.00 | 19.08 |
| 6. Treated timber in place | M-FBM | 400.00 | 1.28 | 512.00 | 512.00 | - |
| 7. Metal guard rail | l.f. | 3.00 | 114.33 | 342.99 | 342.99 | - |
| 8. Coarse Cr. matl. in base | c.y. | 4.50 | 25 | 112.50 | 112.50 | - |
| ROCK CREEK BRIDGE NO. 6023A: | | | | | | |
| 11. Remove old bridge | all | 2000.00 | 100% | 2,000.00 | 2,000.00 | - |
| 12. Furn. treated timber piling | l.f. | 1.25 | 2,880 | 3,600.00 | 3,600.00 | - |
| 13. Drive timber piles | each | 65.00 | 72 | 4,680.00 | 4,680.00 | - |
| 14. Class "A" concrete | c.y. | 60.00 | 348.98 | 20,938.80 | 20,880.00 | 58.80 |
| 15. Metal reinforcement | lb. | .12 | 101,421 | 12,170.52 | 12,120.00 | 50.52 |
| 16. Treated timber in place | M-FBM | 400.00 | 4.28 | 1,712.00 | 1,712.00 | - |
| 17. 8" metal drain pipe | l.f. | 3.00 | 9 | 27.00 | 27.00 | - |
| 18. Special borrow excav., unclass. | c.y. | 3.00 | 128 | 384.00 | 399.00 | -15.00 |
| 19. Metal guard rail | l.f. | 3.00 | 114.33 | 342.99 | 342.99 | - |
| 20. Coarse cr.matl. in base | c.y. | 4.50 | 45 | 202.50 | 180.00 | 22.50 |
| ROCK CREEK BRIDGE NO. 6543A: | | | | | | |
| 23. Remove old bridge | all | 1500.00 | 100% | 1,500.00 | 1,500.00 | - |
| 24. Structural excavation | c.y. | 10.00 | 143.63 | 1,436.30 | 1,420.00 | 16.30 |
| 25. Furn. treated timber piling | l.f. | 1.25 | 540 | 675.00 | 675.00 | - |
| 26. Drive treated timber piles | each | 65.00 | 12 | 780.00 | 780.00 | - |
| 27. Furn. untreated timber piling | l.f. | .85 | 960 | 816.00 | 816.00 | - |
| 28. Drive untreated timber piles | each | 45.00 | 32 | 1,440.00 | 1,440.00 | - |
| 29. Class "A" concrete | c.y. | 70.00 | 214.11 | 14,987.70 | 15,050.00 | -62.30 |
| 30. Metal reinforcement | lb. | .13 | 54,622 | 7,100.86 | 7,150.00 | -49.14 |
| 31. 8" metal drain pipe | l.f. | 3.00 | 18 | 54.00 | 54.00 | - |
| 32. Spec. borrow excav., unclass. | c.y. | 3.00 | 562 | 1,686.00 | 1,983.00 | -297.00 |
| 33. General excav., unclass. | c.y. | 2.00 | 71.68 | 143.36 | 142.64 | .72 |
| 34. Metal guard rail | l.f. | 3.00 | 114.33 | 342.99 | 342.99 | - |
| 35. Coarse crushed matl. in base | c.y. | 4.50 | 84 | 378.00 | 378.00 | - |
| 36. 3/4"-0 material in base | c.y. | 5.00 | 4 | 20.00 | 20.00 | - |
| PA#1 Cement adjustment | bbl | 4.13 | 1.15 | 4.75 | - | 4.75 |

| | | | | |
|---|---|---|---|---|
| Audited and approved by | Totals | 91,590.76 | 91,680.11 | -89.35 |
| Period covered 1/5 - 3/3/58 | 0 % Retained | - | 7,150.20 | 7,150.20 |
| Items Cont. 5029 - Est. 5 Final | Total Payments | 91,590.76 | 84,529.91 | 7,060.85 |

Computed by E. Hicks
h callsen
Checked by

To be paid contractors, this estimate, $ 7,060.85

Engineer Warren E. Mueller

Previous Voucher No. 1099

State Printing

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OREGON STATE HIGHWAY DEPARTMENT
(date)
April 23, 1958

S.322(1) +
S.352(1)

| | | | |
|---|---|---|---|
| ~~(CONTRACT NO.)~~ | (EST. NO.) | (CONTRACTOR) | |
| 5029 | 5 Final | Hamilton & Thoms | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 8599 | H210236 | $ 7,060.85 | 4-23-58 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion Date: 175 workdays from Sept. 26, 1957

Time Extensions: None

Completion Date: Mar. 3, 1958

Date Accepted: Mar. 27, 1958

Penalties: None of record

Claims: None of record

Remarks:

---

Date: Apr. 23, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: APR 2 1958
GRW

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em

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APR [illegible] 1958
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[illegible]

A

Apr. 7, 1958

**CERTIFIED MAIL**

Seaboard Surety Co.
Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Wash.

Gentlemen:

State Highway Contract No. 5029 for Bear Creek Bridge and Rock Creek Bridges on the Barlow-Monitor and Whiskey Hill Roads in Clackamas County was completed by the contractor, Hamilton and Thoma, on Mar. 3, 1958, and was formally accepted by the Highway Commission on Mar. 27, 1958.

Final payment in the amount of $7,060.85 will be released to the contractor on or after April 17, 1958. The total contract amount is $91,590.76, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD
em

Contract No 5029

| | | |
|---|---|---|
| Monthly Transaction No. 11-25<br>RECEIVED NOV 14 1957 FOR FILING<br>Project Report No. | Fo -2<br>(5 57)<br>U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS<br>FEDERAL-AID PROJECT AGREEMENT<br>11-13-57 | te **Oregon**<br>County **Clackamas**<br>Project No **S-353(1)** |

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

5029

Project termini

**Rock Creek Bridge section, approx. 0.75 mile west of the junction with FAS-812 (a county road).**

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | | |
| Rights-of-Way | | |
| Construction | 8/12/57 | 0.1 |
| Other *(Specify)* | | |

FUNDS

| | |
|---|---|
| Estimated total cost of project $ 35,707.10 | Federal funds $ 22,100.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds
CHAIRMAN, STATE HIGHWAY COMMISSION
(title)

By
MEMBER, STATE HIGHWAY COMMISSION
(title)

By
MEMBER, STATE HIGHWAY COMMISSION
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C H Tolk
Division Engineer

Date executed by Division Engineer November 13, 1957

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11169

## PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Rock Creek Bridge Section —
Whiskey Hill Road
Clackamas County

NATURE OF WORK:

Rock Surfacing and Structures

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5029 5029 Hamiltom & Thoms 9-12-57

DATE OF COMPLETION: 175 Workdays from 9-26-57

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. S-353(1)

## ROCK CREEK BRIDGE SECTION OF THE WHISKEY HILL ROAD

## IN CLACKAMAS COUNTY

(Estimate as a basis for Project agreement. Based on low bid prices.)

Salem, Oregon October 8, 1957

### Type Code 2010
### Roadway (Sta. 5+25 to Sta. 8+00)(Contract No. 5029)

| | | | |
|---|---|---|---|
| Special Borrow Excavation, Unclassified | 450 cu. yds. | $ 3.00 | $ 1,350.00 |
| General Excavation, Unclassified | 80 cu. yds. | 2.00 | 160.00 |
| Metal Guard Rail | 110 lin. ft. | 3.00 | 330.00 |
| Coarse Crushed Material in Base | 250 cu. yds. | 4.50 | 1,125.00 |
| 3/4" - 0 Material in Base | 30 cu. yds. | 5.00 | 150.00 |
| Sprinkling | 10 M-gals. | 5.00 | 50.00 |
| | Subtotal | | $ 3,165.00 |
| | 10% Engr. & Cont. | | 316.50 |
| | Total | | $ 3,481.50 |

### Type Code X021
### Rock Creek Bridge #6543-A (Sta. 6+12 to Sta. 7+42)(Contract No. 5029)

| | | | |
|---|---|---|---|
| Remove Old Bridge | All Required | | $ 1,500.00 |
| Structural Excavation | 190 cu. yds. | $10.00 | 1,900.00 |
| Furnish Treated Timber Piling | 540 lin. ft. | 1.25 | 675.00 |
| Drive Treated Timber Piles | 12 only | 65.00 | 780.00 |
| Furnish Untreated Timber Piling | 960 lin. ft. | .85 | 816.00 |
| Drive Untreated Timber Piles | 32 only | 45.00 | 1,440.00 |
| Class "A" Concrete | 210 cu. yds. | 70.00 | 14,700.00 |
| Metal Reinforcement | 57,000 lbs. | .13 | 7,410.00 |
| 8" Metal Drain Pipe | 25 lin. ft. | 3.00 | 75.00 |
| | Subtotal | | $29,296.00 |
| | 10% Engr. & Cont. | | 2,929.60 |
| | Total | | $32,225.60 |

Length of Roadway. . . . . . . . . . . . . 0.027 mile
Length of Structure. . . . . . . . . . . . 0.025 mile
Total Length . . . . . . . . . . . . . . 0.052 mile
Cost of Roadway per mile . . . . . . . . . $128,944.44

# SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Roadway | $ 3,481.50 | $ 2,155.00 | $ 663.25 | $ 663.25 |
| Structure | 32,225.60 | 19,945.00 | 6,140.30 | 6,140.30 |
| | $35,707.10 | $22,100.00 | $6,803.55 | $6,803.55 |

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

NOTE: Necessary funds have been deposited by Clackamas County with the Highway Department.

Contract No 5029

| | | |
|---|---|---|
| Monthly Transaction No.<br>11-27 | Fo -2<br>(5- 57)<br>U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | te **Oregon** |
| Project Report No.<br>3 | **FEDERAL-AID PROJECT AGREEMENT**<br>11-13-57 | County **Clackamas** |
| | | Project No. **S-352(1)** |

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1957
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The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

5029

Project termini
**Bear Creek and Rock Creek Bridge sections, approximately 3.7 miles and 6.7 miles south of junction with FAP 3 (a county road).**

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | | |
| Rights-of-Way | | |
| Construction | 8/12/57 | 0.1 |
| Other *(Specify)* | | |

FUNDS

| | |
|---|---|
| Estimated total cost of project $ 69,162.50 | Federal funds $ 42,800.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY COMMISSION**
(Official name of Highway Department)

By Chas H Reynolds
**Chairman, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
Division Engineer

Date executed by Division Engineer **November 13, 1957**

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

USComm-DC 11169

# PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Bear Creek and [illegible] Creek Bridge Section
Section - [illegible] Road
[illegible] County

NATURE OF WORK:

[illegible]

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

[illegible] 5029 Hamilton & Thoms 9-12-57

DATE OF COMPLETION: 175 Workdays from 9-26-57

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. S-352(1)

## BEAR CREEK AND ROCK CREEK BRIDGE SECTIONS

## OF THE BARLOW-MONITOR ROAD IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Oct. 8, 1957

### Type Code 2010

**Roadway (Bear Cr. Bridge)(Sta. 3+10 to Sta. 4+10)(Contract No. 5029)**

| | | | | |
|---|---|---|---|---|
| Metal Guard Rail | 110 | lin.f. | $3.00 | $ 330.00 |
| Coarse Crushed Material in Base | 40 | cu.yd. | 4.50 | 180.00 |
| 3/4" - 0 Material in Base | 10 | cu.yd. | 5.00 | 50.00 |
| Sprinkling | 4 | M-gal. | 5.00 | 20.00 |
| | | | | $ 580.00 |

**Roadway (Rock Cr. Bridge)(Sta. 4+30 to Sta. 7+30)(Contract No. 5029)**

| | | | | |
|---|---|---|---|---|
| Special Borrow Excavation, Unclassified | 170 | cu.yd. | $3.00 | $ 510.00 |
| Metal Guard Rail | 110 | lin.f. | 3.00 | 330.00 |
| Coarse Crushed Material in Base | 40 | cu.yd. | 4.50 | 180.00 |
| 3/4" - 0 Material in Base | 10 | cu.yd. | 5.00 | 50.00 |
| Sprinkling | 4 | M-gal. | 5.00 | 20.00 |
| | | | | $ 1,090.00 |
| Subtotal | | | | $ 1,670.00 |
| 10% Engr. & Cont. | | | | 167.00 |
| Total | | | | $ 1,837.00 |

### Type Code X021

**Bear Creek Bridge #6422-A (Sta. 3+22.5 to Sta. 3+97.50)(Contract No. 5029)**

| | | | | |
|---|---|---|---|---|
| Remove Old Bridge | All | Required | $ | $ 1,200.00 |
| Furnish Treated Timber Piling | 960 | lin.f. | 1.25 | 1,200.00 |
| Drive Timber Piles | 24 | only | 65.00 | 1,560.00 |
| Class "A" Concrete | 100 | cu.yd. | 60.00 | 6,000.00 |
| Metal Reinforcement | 30,000 | cu.yd. | 0.12 | 3,600.00 |
| Treated Timber in Place | 1.40 | M-FBM | 400.00 | 560.00 |
| | | | | $ 14,120.00 |

### Type Code X021

**Rock Creek Bridge #6023-A (Sta. 4+43 to Sta. 7+18)(Contract No. 5029)**

| | | | | |
|---|---|---|---|---|
| Remove Old Bridge | All | Required | $ | $ 2,000.00 |
| Furnish Treated Timber Piling | 2,880 | lin.f. | 1.25 | 3,600.00 |
| Drive Timber Piles | 72 | only | 65.00 | 4,680.00 |
| Class "A" Concrete | 365 | cu.yd. | 60.00 | 21,900.00 |
| Metal Reinforcement | 105,000 | lbs. | 0.12 | 12,600.00 |
| Treated Timber in Place | 5.5 | M-FBM | 400.00 | 2,200.00 |
| 8-inch Metal Drain Pipe | 35 | lin.f. | 3.00 | 105.00 |
| | | | | $ 47,085.00 |
| Subtotal | | | | $ 61,205.00 |
| 10% Engr. & Cont. | | | | 6,120.50 |
| Total | | | | $ 67,325.50 |

| | |
|---|---|
| Length of Roadway . . . . . . . . . . . . | 0.010 Mile |
| Length of 2 Structures. . . . . . . . . . | 0.066 Mile |
| Total Length. . . . . . . . . . . . . . | 0.076 Mile |
| Cost of Roadway Per Mile. . . . . . . . | $183,700.00 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Roadway | $ 1,837.00 | $ 1,137.00 | $ 350.00 | $ 350.00 |
| Structures | 67,325.50 | 41,663.00 | 12,831.25 | 12,831.25 |
| | $69,162.50 | $42,800.00 | $13,181.25 | $13,181.25 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

__Note:__ Necessary funds have been deposited by Clackamas County with the Highway Department.

October 11, 1957

Clackamas County Court
Courthouse
Oregon City, Oregon

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Gentlemen:

Enclosed are encroachment resolutions covering the Deep Creek and Clear Creek Bridges on FAS 808 and 809, and Bear Creek and Rock Creek Bridges on FAS 812 and 813. These copies are for the County's records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:mm
Encl.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

RECEIVED
SEP 16 1957
FOR FILING

S-352(1) +
S-353(1)
5029

September 16, 1957

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on September 12, 1957 awarded to you State Highway Contract No. 5029 for construction of Bear Creek Bridge and Rock Creek Bridges on County Roads FAS 812 and 813 in Clackamas County.

This award was based on your bid of $95,336.00 which was the low bid submitted to the Commission on August 30, 1957 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
P. M. Stephenson

[illegible]
J. R. [illegible]

NOTED
Harold C. Ayers

September 3, 1957

Clackamas County Court
Courthouse
Oregon City, Oregon

NOTED
John F. Hagemann

Finance Agr 175

Gentlemen:

On August 30th satisfactory bids were received by the Highway Commission in connection with the Deep Creek and Clear Creek Bridges on FAS 808 and 809 and the Bear Creek and Rock Creek (2) Bridges on FAS 812 and 813. As per the agreement between county and state, the following advance deposit is required from the county prior to awarding of a contract:

| | | |
|---|---|---|
| | Deep Creek & Clear Creek Bridges | |
| | (Rogers Construction Company, Portland) | |
| | Bid Items | $ 63,297.00 |
| 503-1067 | 12-1/2% Engineering & Contingencies | 7,912.13 |
| | Estimated total cost.......... | $ 71,209.13 |
| | County advance deposit of 20%... | $ 14,240.00 |
| | Bear Creek & Rock Creek (2) Bridges | |
| | (Hamilton & Thoms, Eugene) | |
| 503-1066 | Bid Items | $ 95,336.00 |
| | 12-1/2% Engineering & Contingencies | 11,917.00 |
| | Estimated total cost.......... | $107,253.00 |
| | County advance deposit of 20%... | $ 21,450.00 |
| | TOTAL COUNTY ADVANCE DEPOSIT.... | $ 35,690.00 |

Please make this deposit by means of a check or warrant in the amount of $35,690 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit, contracts will be awarded. If received prior to September 11th, the contract award will be made at the regular Highway Commission meeting on September 12 and 13.

Very truly yours,

W. C. Williams
State Highway Engineer

By: John F. Hagemann
Asst. Engineer, County and City Relations

Dep. Received
9/5/57

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

JFH:mm

OREGON PROJECT S-353(1)
FAS 8[illegible]

## RESOLUTION

WHEREAS, a county road in Clackamas County, State of Oregon, known as the Whiskey Hill County Road, is routed through the County of Clackamas, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Clackamas County, the section adopted for improvement being more particularly described as follows; to wit:

> The Rock Creek Bridge and road approaches, a total length of 0.[illegible]92 mile.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Clackamas will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Clackamas County, Oregon, that no encroachments will be permitted on the county road known as the Whiskey Hill County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Clackamas County, Oregon, this 21st day of August, 1957.

By:

County Judge Ed Lalourell

ATTEST:

County Commissioner

County Clerk

County Commissioner

cc-12(1956)

OREGON PROJECT S-353(1)
FAS 853

# RESOLUTION

WHEREAS, a county road in Clackamas County, State of Oregon, known as the Whiskey Hill County Road, is routed through the County of Clackamas, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Clackamas County, the section adopted for improvement being more particularly described as follows; to wit:

> The Rock Creek Bridge and road approaches, a total length of 0.152 mile.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Clackamas will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Clackamas County, Oregon, that no encroachments will be permitted on the county road known as the Whiskey Hill County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Clackamas County, Oregon, this 21st day of August, 1957.

By:

County Judge ____________________

ATTEST:

County Commissioner ____________________

____________________
County Clerk

County Commissioner ____________________

cc-12(1956)

# AGREEMENT

The County of Clackamas, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 0.032 miles of FAS Highway 813, ~~from~~ said project to consist of a reinforced concrete deck girder bridge over Rock Creek, including road approaches as required to connect with the existing road

known as the Rock Creek Bridge Section, and to be designated as Oregon Project S-353(1), and will recommend its approval by the Secretary of Commerce for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto; subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Secretary of Commerce, and agrees that if such project is approved and constructed by the Highway Department and the Department of Commerce, Bureau of Public Roads, it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

4. That the said County hereby agrees to assume jurisdiction and control of the section or sections of county road or roads eliminated from the route to be constructed and shall maintain or vacate them as the said County may determine.

5. That the said County hereby agrees to establish as a county road, pursuant to the provisions of the laws of the State of Oregon, the relocated section or sections of the proposed road.

6. That the said County hereby agrees that:

   a. All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of Highway Officials, approved by the Highway Department, and concurred in by the Department of Commerce, Bureau of Public Roads.

b. No signs (other than those specified in paragraph 'a' above), posters, billboards, roadside stands, or other private installations shall be permitted within the right of way limits of this project.

IN WITNESS WHEREOF, the parties hereunto affixed their signatures, the County on the 21st day of August, 1957, and the Highway Department on the 3rd day of September, 1957.

COUNTY OF CLACKAMAS

By ____________________
County Judge

Attest:

____________________
County Clerk

By ____________________
County Commissioner

By ____________________
County Commissioner

OREGON STATE HIGHWAY COMMISSION

Approved:

____________________
Assistant State Highway Engineer

/s/ By Chas. H. Reynolds
As Chairman

By ____________________
As Commissioner

Attest:

/s/ H. B. Glaisyer
Secretary

/s/ By R. B. Chessman
As Commissioner

I, H. B. Glaisyer, hereby certify that I am the duly appointed, qualified and acting Secretary to the Oregon State Highway Commission; that I have compared the foregoing Agreement [illegible] the original [illegible] on file in this office [illegible] is a true and correct copy of said original and of the whole thereof.

Dated this 3rd day of September, 1957.

____________________
Secretary

cc-32 (1956)

File under
'Clack Co. FAS
Route

FORM E30—80M—11-55—90224

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 12, 1957

NOTED
Harold C. Ayers

SUBJECT: Clackamas County Bridges
FAS 808, 812, and 813

To: S. H. Probert
Office Engineer
State Highway Department
Salem, Oregon

Attn:. Frank Hall

NOTED
John F. Hagemann

On August 5 I handed you certified copies of right of way deeds obtained from Clackamas County as follows:

Clear Creek Bridge-FAS 809

B & S Deed from Gilbert and Lillian Fischer recorded in Book 527, Page 416.

B & S Deed from H. W. and Dorothy Sitton recorded in Book 527, Page 714.

Deep Creek Bridge-FAS 808

Embankment Easement from Fred A. and Mary E. Poppe (h&w) and W. J. and Moble Morford (h&w) recorded in Book 528, Page 654.

When I left these instruments with you there was supposed to be one more to come in. This was for the Rock Creek Bridge on FAS 812. This bridge has been lengthened and no additional right of way is now required. The three instruments enumerated above cover all right of way required on the ~~three~~ five bridges.

A V Benedict
A. V. BENEDICT
Assistant Division Engineer

AVB:al
cc: H. C. Broadwell

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

COUNT[illegible]KAMAS
C[illegible]T
C. L. LATOURETTE, Judge
DARRELL JONES, Commissioner
S. C. [illegible]LLY, Commissioner
COUNTY [illegible] HO[illegible] OREGON CITY, OREGON
OREGON CITY 2641
OLIVE [illegible]

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

July 31, 1957

Mr. Fred Hag emann
State Highway Department
Salem, Oregon

FAS 912

Dear Mr. Hagemann:

After consulting with the property owners, Mr. and Mrs. H. H. Gregerson and our County Surveyor, Mr. Milln, regarding the shortening of the bridge on Market Road #9 over Rock Creek, it is the opinion of the Court that this bridge should not be shortened and should be left at its present length, and we herewith go on record to proceed on these lines.

Sincerely,

CLACKAMAS COUNTY COURT

Ed Latourette
County Judge

Darrell Jones
Commissioner

CHL/ls

NOTED
JOHN D. GRAHAM

RECEIVED
AUG - 1957
[illegible] ENGINEER
[illegible] RELATIONS

RECEIVED
AUG 2 1957
OREGON
STATE HIGHWAY COMMISSION

FORM 830—50M—2-57—1478

**NOTED**
Harold C. Ayers

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 30, 1957

SUBJECT: Plan and elevation drawings

To:

Mr. Clarence G. Swenson
County and City Relations Engineer
Office

**NOTED**
John F. Hagemann

Attached hereto please find two prints each of our Drawings 13500, 13597, and 13594, 95, and 96, being the plan and elevation drawings of Rock Creek Bridge and Bear Creek Bridge on Federal-aid secondary 812 and details for the Rock Creek Bridge on Federal-aid secondary 813 in Clackamas County.

It is planned to contract these three structures in one contract at the August 29 meeting of the Highway Commission. Our estimate for structures only for these three structures is $98,000, which figure includes 12½% for contingencies.

Plans for the Deep Creek Bridge on FAS 808 and Clear Creek Bridge on FAS 809 will be sent you in the near future. These two structures will also be contracted at the August 29 meeting and will be in one contract.

Ivan D. Merchant

Ivan D. Merchant
Assistant Bridge Engineer

IDM/mm

Attached

Prints given to Ralph Miller
7/30/57

NOTED
[illegible]

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
July 24, 1957

Clackamas County Bridges
FAS 808, 809, 812, and 813

Mr. Tom Edwards
OFFICE

NOTED
John F. Hagemann

Clackamas County has advised that the county will place a type C-11 oil mat wearing surface 20' in width with 4' shoulders on road approaches as required in connection with five bridges on the subject named FAS routes. This will result in the FAS project being confined to the structures plus grading, draining, and placing base material and leveling course only on the road approaches.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mn

cc: Frank Hall
V. G. O'Neil
P. M. Stephenson

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
7/19/57

FAS 812, Clackamas County

TERMINI: Bear Creek and Rock Creek Sections located approximately 3.9 and 6.7 miles south of the junction of FAS 812 with FAP Route 3 respectively.

PROPOSED WORK; Two concrete bridges, 75' and 200' long. Grade, drain, and construct two-lane ~~high~~ [illegible] type surfacing on road approaches.

PROJECT LENGTH: 0.067 mile

| COSTS | TOTAL | FEDERAL | STATE | OTHER |
|---|---|---|---|---|
| CONSTRUCTION: | $80,000 | $48,000 | $16,000 | $16,000 (Co.) |

EXISTING FACILITY:

STRUCTURES: Bear Creek - 47' long steel deck girder span with plank deck, H.C. 19'-0". Rock Creek: 279' untreated pile trestle, H.C. 21'-2", deteriorated condition.

ROADWAY: Bituminous wearing surface 19' wide with 4-1/2' shoulders in good condition. No substandard grade or alignment.

ADJACENT SECTIONS: Bituminous wearing surface 19' wide with 4-1/2' shoulders in good condition.

PROJECT DATA:

STRUCTURES: Bear Creek - Construct concrete bridge on treated piles 75' in length, H.C. 26'. ROCK Creek - Construct concrete bridge on treated piles 200' in length, H.C. 26'.

ROADWAY: Construct road approaches as required to a 20' wide ~~asphaltic concrete wearing~~ surface with 4' shoulders. [illegible]

Structures and roadwork to be on same grade and alignment as existing facility.

ROW WIDTH: 60' minimum
MINIMUM DESIGN STANDARDS: No exception
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required
UNUSUAL OR COMPLICATED SITUATION: None

FAS Route 812 serves a highly developed, diversified farming area. It is a mail, school bus, and milk route.

NOTED

JFH:mm

MEMO TO J. W. NASH
7/19/57

NOTED
Harold C. Ayers

FAS 813, Clackamas County

TERMINI: Rock Creek Bridge Section located approximately 0.75 mile west of the junction of FAS 813 with FAS 812.

PROPOSED WORK: One concrete bridge, 130' long. Grade, drain, and construct two-lane ~~high~~ low type surfacing on road approaches.

PROJECT LENGTH: 0.052 mile.

| COSTS: | TOTAL | FEDERAL | STATE | OTHER |
|---|---|---|---|---|
| CONSTRUCTION: | $45,000 | $27,000 | $9,000 | $9,000 (Co.) |

EXISTING FACILITY:

STRUCTURE: Steel truss 50' long with five 19' untreated pile trestle approach spans, H.C. 14'-11', timber deteriorated.

ROADWAY: Bituminous wearing surface 19' in width with 4-1/2' shoulders in good condition. No substandard grade or alignment.

ADJACENT SECTIONS: Bituminous wearing surface 19' in width with 4-1/2' shoulders in good condition.

PROJECT DATA: Structure _ Construct reinforced concrete deck girder bridge 130' in length, H.C. 26'.

place 0-11 Roadway _ Grade, drain, and construct ~~asphaltic concrete~~ three level course. C 20' in width with 4' shoulders as required for road approaches.

ROW WIDTH: Minimum 60'
MINIMUM DESIGN STANDARDS: No exception
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required
UNUSUAL OR COMPLICATED SITUATION: None

FAS Route 813 serves a highly developed, ~~dix~~ diversified farming area and is the direct access route to a consolidated school district grade school. It is also a mail and milk route.

JFH:mm

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
John F. Hagemann

Salem, Oregon
July 18, 1957

Clackamas County Bridges
FAS 808, 809, 812, & 813

Mr. Tom Edwards
OFFICE

Field data for the five bridges on the subject named county FAS routes was submitted your office from the division by letter of transmittal dated May 10th. My letter of May 17th advised that whether or not road approach work would be included in the FAS projects for these bridges would be determined after estimates for the structures were available.

Clackamas County has now requested that this roadwork as shown in the original field data for the five bridges be included in the FAS projects.

Your office has the cross sections for each bridge site on file. The bridge division has on file for each bridge site a vicinity map showing the typical road sections and also has the field notes and earthwork and computation sheets for all five bridges.

The computations and estimates of cost for the roadwork in connection with these bridges will require some revision as the bridge division has revised some of the bridge lengths.

The roadwork for the Rock Creek Bridge section on FAS 812 will be limited to that section between station 4+40 and the south end of the bridge, including a few feet at the north end of the bridge as required to tie in with the existing road. The revised line from the north end of the bridge to approximately station 16 will be constructed by Clackamas County at some future time.

Additional right-of-way is required for the Fishers Mill (Clear Creek) Bridge, FAS 809; the Deep Creek Bridge, FAS 808; and the Rock Creek Bridge, FAS 812. Mr. Ralph Milln, Clackamas County Surveyor, has nearly completed negotiations for this right-of-way and Mr. Broadwell will forward the descriptions of the right-of-way as acquired in the near future.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: P. M. Stephenson
Frank Hall
V. G. O'Neil

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

March 29, 1957

Clackamas County Court
Courthouse
Oregon City, Oregon

NOTED
John F. Hagemann

Gentlemen:

On March 28th the Highway Commission approved the county FAS projects in Clackamas County as described in the attached tabulation which is believed to conform with the county's initial request.

Preparation of plans and specifications and programming with the Bureau of Public Roads is now required prior to contracting. The preliminary engineering will be performed under the supervision of our Division Office north of Milwaukie.

If you have any questions on this matter, please contact this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att. 57-c

NOTED
JOHN D. G[illegible]HAM

NOTED
C. G. SWENSON

CLACKAMAS COUNTY
PROPOSED PROJECTS

FAS 808 - Deep Creek Bridge, $40,000. This bridge is located approximately 0.9 mile northeasterly from the junction of FAS 808 with FAS 132 (Clackamas State Highway) east of Barton. It carries highway department bridge inventory number 6299.

The proposed project is to replace the existing structure over Deep Creek (19' P.T., 53' steel girder, 3-19' P.T. spans) with a new bridge having a horizontal clearance of 26'. The new structure is to be at the same bridge site as the existing bridge and the FAS project is to include removal of the existing bridge with a provision for match-marking the steel span and stockpiling it at the bridge site for county use. The FAS project will also include any required road approach work.

FAS 809 - Fishers Mill (Clear Creek) Bridge, $35,000. This bridge is over Clear Creek and is located near Fishers Mill approximately 0.9 mile southwesterly from the junction of FAS 809 with FAS 131. It carries highway department bridge inventory number 6505.

The proposed project is to replace the existing 100' steel pony truss with a new structure having a horizontal clearance of 26'. The FAS project will include removal, match-marking, and stockpiling for county use the existing steel span. Any required road work will also be included in the FAS project.

✓ FAS 812 - Bear Creek and Rock Creek Bridges (2), $100,000. The Bear Creek bridge is located approximately 4 miles south of the junction of FAS 812 with the Pacific Highway East (FAP Route 3) at Barlow. It carries state highway bridge inventory number 6422. The Rock Creek bridge is located approximately 6.8 miles south of the junction of FAS 812 with the Pacific Highway East at Barlow and carries highway department bridge inventory number 6023.

The proposed project is to replace both structures with new bridges having horizontal clearances of 26'. The FAS project will include removal of the existing bridges and any required road approach work. There is some conflict in the records for the existing Bear Creek bridge; however, if there is any steel in this bridge it is to be stockpiled for county use. The Rock Creek bridge can probably be shortened considerably and a fill substituted for part of the length.

✓ FAS 813 - Rock Creek Bridge, $45,000. This bridge is located approximately 0.6 mile east of the Whiskey Hill School and approximately 0.8 mile west of the junction of FAS 813 with FAS 812. It carries state highway bridge inventory number 6543.

The proposed project is to replace the existing bridge with a new structure having a horizontal clearance of 26'. The FAS project will include removal of the existing bridge, match-marking, and stockpiling the existing 50' steel pony truss for county use, and any required road approach work.

NOTE: In all instances the road will either be closed during construction or the county will provide a detour; however, design, specifications, and contract scheduling should be aimed at keeping the construction period to a minimum. . . . Mr. Ricketts, Assistant Bridge Engineer, is familiar with some of these bridges.

(57-c)
3/4/57

Comm approved
3-28-57

S-371(1) [illegible] Co. [illegible] Co. 1/77
[illegible](2) [illegible]
[illegible]530 [illegible]

Fin. 175

FAS
Section
Locatio

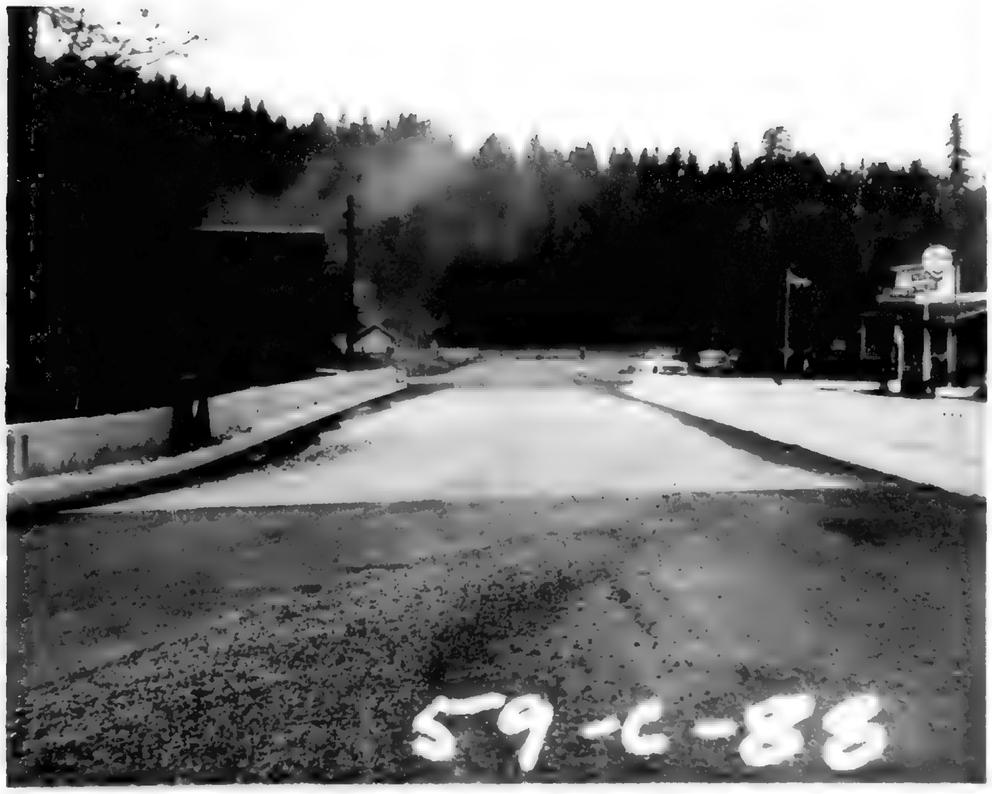
5030

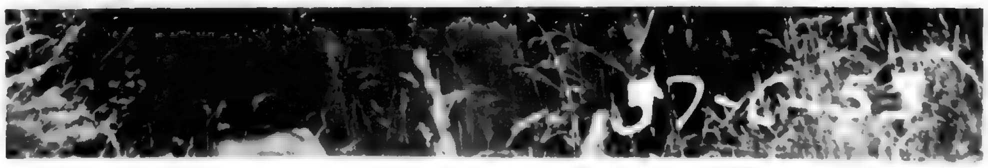
[illegible] 1958

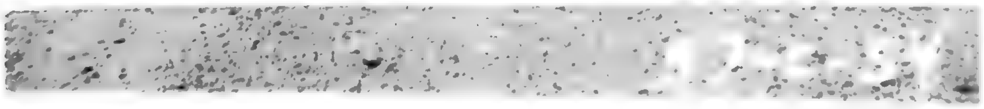
FAS 809 County Clackamas Contract No. [illegible]

Section

Location [illegible]







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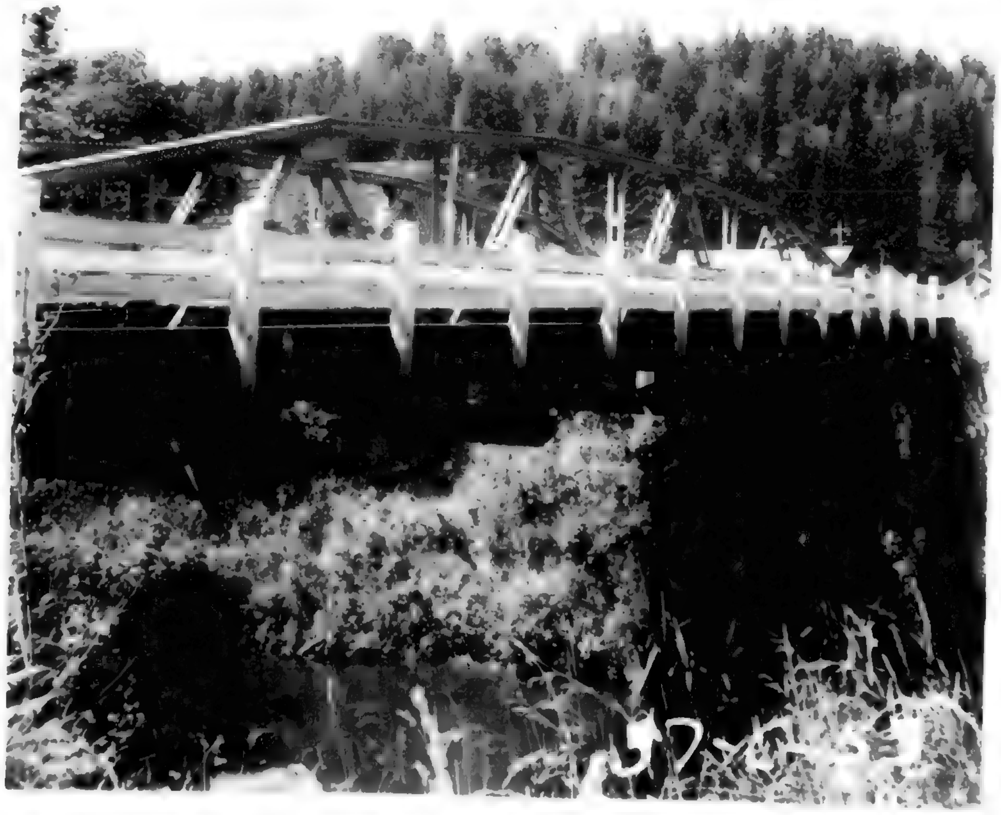

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Form A-150-10M-6-58

NOTED
Harold C. Ayers

NOTED

## INVOICE
# Oregon State Highway Department
SALEM, OREGON

Clackamas County
Oregon City
Oregon

Attn: County Court

*Invoice No.* 60061

*Date* April 17, 1959

*Your Req. No.*

*Billing Request No.* cc-476

*Credit Distribution:* 500-1067-297

---

Final Billing: Deep Creek and Clear Creek Bridges, FAS 808 and 809, covered by agreement dated August 21, 1957.

| | | |
|---|---|---|
| Original Advance Deposit | $14,240.00 | |
| Less amount previously transferred | 11,240.00 | |
| Balance in Advance Deposit | | $ 3,000.00 |
| County share total cost as per attached statement | $13,416.73 | |
| Less amount previously transferred | 11,240.00 | |
| Balance | | $ 2,176.73 |
| To be retained | | 823.27 |

## ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $..................

By......................................................

State Printing 13107

NOTED
V. R. JONES

NOTED
C. G SWENSON

April 16, 1959

Clackamas County Court
Courthouse
Oregon City, Oregon

NOTED
Harold C. Ayers

Gentlemen:

Final costs are now available for the Deep and Clear Creek Bridges on FAS 808 and 809. As per the attached cost statement a refund of $823.27 is due the county. In accordance with your request this refund is being retained as part of the deposit required for the Little Clear Creek Section of FAS 810.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:cg

Att.

NOTED
JOHN D. GRAHAM

COMPLETED 5/26/58

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Clackamas Contract No. 5030 Date 8/24/59

FAS 808 & 809 Section Deep Creek & Clear Creek Bridges

PAYMENTS TO CONTRACTOR

| Item | Unit | Unit Price | Total Qty. | Total Cost |
|---|---|---|---|---|
| Payments to contractor as per attached tabulation. . . . . . . . . . . . . . | | | | $65,322.47 |
| Construction engineering. . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | | | | 4,452.98 |
| Total Construction Costs . . . . . . . . . . . . | | | | $69,775.45 |
| Federal Funds Collected for Project. . . . . | | | | $42,942.00 |

AGREED COUNTY SHARE OF TOTAL COSTS
(50% of difference between total costs and federal funds)

($69,775.45 - $42,942) X 1/2 = $13,416.73

| | |
|---|---|
| County Advance Deposit | $14,240.00 |
| Less County Share Costs | 13,416.73 |
| REFUND DUE COUNTY | $ 823.27 |

JFB:mm

| Item | Unit | Unit Prices | Total Quans. | Total Amount |
|---|---|---|---|---|
| [illegible] CREEK BRIDGE: | | | | |
| 1. Remove old bridge | all | 1800.00 | all | 1,800.00 |
| 2. Structural excavation | c.y. | 5.00 | 293.95 | 1,469.75 |
| 3. Furnish steel piling | l.f. | 5.50 | 360 | 1,980.00 |
| 4. Drive steel piles | each | 50.00 | 8 | 400.00 |
| 5. Class "A" concrete | c.y. | 65.00 | 312.26 | 20,296.90 |
| 6. Metal reinforcement | lb. | .125 | 71,977 | 8,997.13 |
| 7. Spec. borrow excav., unclass. | c.y. | 2.00 | 271.5 | 543.00 |
| 8. General excav., unclass. | c.y. | 1.50 | 63.04 | 94.56 |
| 9. Metal guard rail | l.f. | 3.00 | 114.17 | 342.51 |
| 10. Coarse cr. matl. in base | c.y. | 4.50 | 211.5 | 951.75 |
| 11. 3/4"-0 matl. in base | c.y. | 4.50 | 57 | 256.50 |
| CLEAR CREEK BRIDGE: | | | | |
| 13. Remove old bridge | all | 1500.00 | all | 1,500.00 |
| 14. Structural excavation | c.y. | 6.00 | 149.64 | 897.84 |
| 15. Furn. treated timber piling | l.f. | 1.40 | 390 | 546.00 |
| 16. Drive timber piles | each | 30.00 | 23 | 690.00 |
| 17. Class "A" concrete | c.y. | 65.00 | 222.21 | 14,443.65 |
| 18. Metal reinforcement | lb. | .125 | 53,833 | 6,729.13 |
| 19. 8" metal drain pipe | l.f. | 5.00 | 34 | 170.00 |
| 20. General excav., unclass. | c.y. | 1.50 | 319.12 | 478.68 |
| 21. Metal guard rail | l.f. | 3.00 | 114.17 | 342.51 |
| 22. Coarse cr. matl. in base | c.y. | 4.50 | 413 | 1,858.50 |
| 23. 3/4"-0 material in base | c.y. | 4.50 | 69 | 310.50 |
| PA#1 Splice steel "H" piles | each | 50.00 | 4 | 200.00 |
| PA#2 Cement adjustment | bbls. | 4.28 | 14.85 | 63.56 |
| | | | Total | 65,322.47 |

Contract 5030

A

| | | |
|---|---|---|
| Monthly transaction number<br>2- | U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | ate<br>Oregon |
| Project report number<br>6 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**<br>2-18-59 | County<br>Clackamas |
| | | Project number<br>S-269(2) |

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2-351(1)
2-269(2)
5030

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on Nov. 13, 1957, is hereby modified as follows:

Revised estimated total cost of project $ 30,122

Revised Federal funds $ 18,504

Other revisions None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 18 day of February, 1959.

| | |
|---|---|
| **OREGON STATE HIGHWAY DEPARTMENT**<br>(Official name of Highway Department) | U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS |
| By | By C. G. Polk<br>C. G. Polk<br>Division Engineer |
| Deputy State Highway Engineer<br>(Title) | |
| By | |
| (Title) | |
| By | |
| (Title) | |

USComm-DC 11170

Contract No 5030

| | | |
|---|---|---|
| Monthly Transaction No.<br>11-32 | For R-2<br>(5- 57) U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | te<br>Oregon |
| Project Report No.<br>3 | FEDERAL-AID PROJECT AGREEMENT | County<br>Clackamas |
| | | Project No.<br>S-269(2) |

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FOR FILING

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

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Project termini

Clear Creek Bridge section, approx. 0.9 mile southwesterly from junction with FAS 131 (a county road).

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | | |
| Rights-of-Way | | |
| Construction | 8/12/57 | 0.1 |
| Other *(Specify)* | | |

FUNDS

| Estimated total cost of project | Federal funds |
|---|---|
| $28,727.60 | $ 17,700.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(title)

By
Member, State Highway Commission
(title)

By W W Bateman
Member, State Highway Commission
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C H Polk
Division Engineer

Date executed by
Division Engineer November 13, 1957

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11169

# PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Clear Creek Bridge Section
Redland-Logan Road
Clackamas County

NATURE OF WORK:

Bridge and Structure

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5030 5030 Rogers Constr. Co. 9-12-57

DATE OF COMPLETION: 175 Workdays from 9-26-57

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. S-269(2)

## CLEAR CREEK BRIDGE SECTION OF THE REDLANDS-LOGAN ROAD

## IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon October 8, 1957

Type Code 2010
Roadway (Sta. 5+00 to Sta. 9+00)(Contract No. 5030)

| | | | |
|---|---|---|---|
| General Excavation, Unclassified | 270 cu. yds. | $ 1.50 | $ 405.00 |
| Metal Guard Rail | 110 lin. ft. | 3.00 | 330.00 |
| Coarse Crushed Material in Base | 450 cu. yds. | 4.50 | 2,025.00 |
| 3/4" - 0 Material in Base | 50 cu. yds. | 4.50 | 225.00 |
| Sprinkling | 20 M-gals. | 4.00 | 80.00 |
| | Subtotal | | $ 3,065.00 |
| | 10% Engr. & Cont. | | 306.50 |
| | Total | | $ 3,371.50 |

Type Code X021
Clear Creek Bridge (Sta. 6+80 to 8+10)(Contract No. 5030)

| | | | |
|---|---|---|---|
| Remove Old Bridge | All Required | | $ 1,500.00 |
| Structural Excavation | 130 cu. yds. | $ 6.00 | 780.00 |
| Furnish Treated Timber Piling | 390 lin. ft. | 1.40 | 546.00 |
| Drive Timber Piling | 13 only | 50.00 | 650.00 |
| Class "A" Concrete | 190 cu. yds. | 65.00 | 12,350.00 |
| Metal Reinforcement | 56,000 lbs. | .125 | 7,000.00 |
| 8" Metal Drain Pipe | 45 lin. ft. | 5.00 | 225.00 |
| | Subtotal | | $23,051.00 |
| | 10% Engr. & Cont. | | 2,305.10 |
| | Total | | $25,356.10 |

Length of Roadway. . . . . . . . . . . . . . . . 0.044 mile
Length of Structure. . . . . . . . . . . . . . . 0.032 mile
Length, Total. . . . . . . . . . . . . . . . . . 0.076 mile
Cost of Roadway Per Mile . . . . . . . . . . . . $76,625.00

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Roadway | $ 3,371.50 | $ 2,077.00 | $ 647.25 | $ 647.25 |
| Structure | 25,356.10 | 15,623.00 | 4,866.55 | 4,866.55 |
| | $28,727.60 | $17,700.00 | $5,513.80 | $5,513.80 |

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939
Funds for Maint.: Chap. 529, laws, 1939

**NOTE:** Necessary funds have been deposited by Clackamas County with the Highway Department.

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FOR FILING

3351 (1)
3309 (2)
5030

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Newberg, Oregon
October, 3, 1958

SUBJECT: Clear Creek Bridge
Bridge # 6505-A
503-1067
Contract # 5030

To:

G.S. Paxson
Ass't. St ate Hwy. Engr.
Salem, Oregon

Attached sketch shows the method of attachment of the steel Rail to the Steel truss of the Old Bridge at Fishers Mill. The 4" x 4" x 5/16" Angles were welded to the truss and the rail was bolted to them. The Rail was also welded to the truss at the points shown on the sketch.

Warren E Mueller
Warren E. Mueller
Res. Bridge Engr.

cc: I.D. Merchant, Bridge Engr.
Rogers Constr. Co.

NOTED
G. S. PAXSON

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1958
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-106—10M—7-56
State Printing 96101

Job No. 6505A

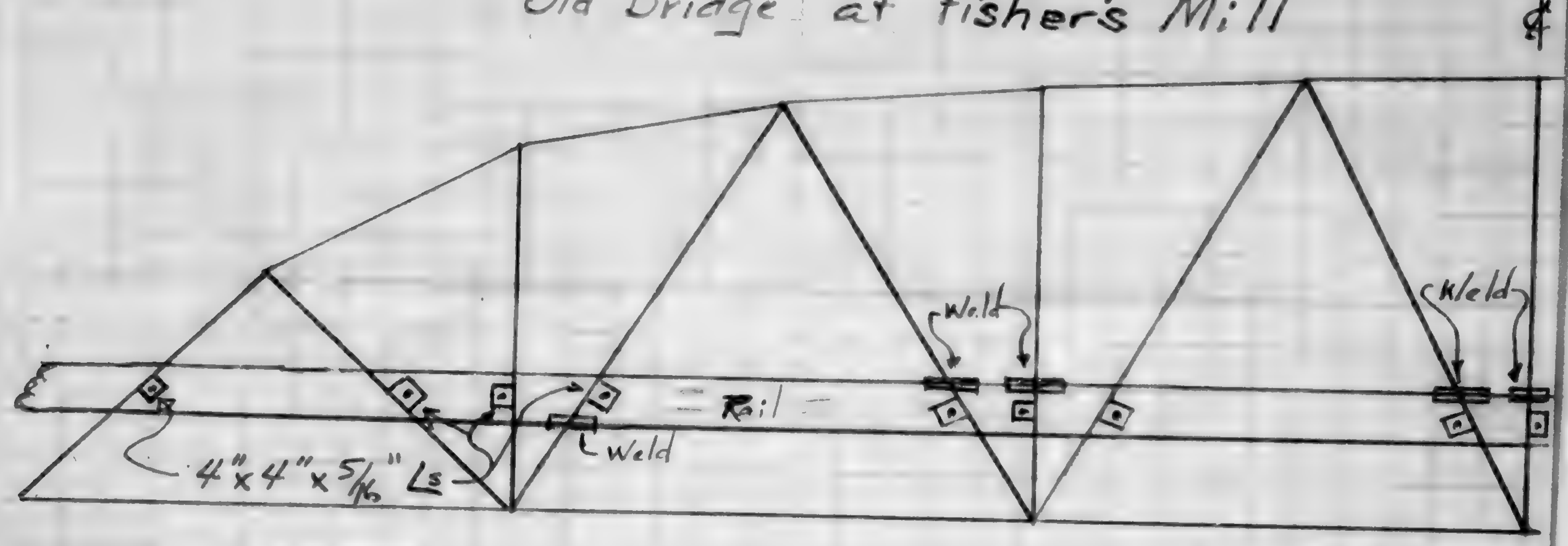
Sheet 1 of 1 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Clear Creek Bridge @ Fisher's Mill

Made by WEM 10-1, 1958. Checked by ............, 19...... Backchecked by ............, 19......

Old Bridge at Fisher's Mill



Half Section of Truss
others Simular
No Scale.

Steel Rail Bolted to 4"x4"x5/16" Ls
as Shown and Welded as Shown

W. R. ROGERS
DONALD C. ROGERS

**ROGERS CONSTRUCTION CO.**
*General Road Contractors*

11760 N. E. GLISAN STREET
PORTLAND 16, OREGON

September 24, 1958

Oregon State Highway Department
Salem,
Oregon

Attn: G. S. Paxson, Assistant
State Highway Engineer

Gentlemen:

In reply to your letter of September 17, 1958, concerning our claim in the amount of $250.00 covering guard rail on the Clear Creek Bridge in Clackamas County (Contract 5030), please be advised that we have again discussed this matter with our superintendent on the job and he stated that there was absolutely no welding of guard rail to the steel truss. Furthermore, the specifications only referred to existing steel girders in the Deep Creek Bridge and the existing 100-foot steel pony truss over Clear Creek was to remain the property of the county; no mention was made of the guard rail. We therefore feel that our claim for $250.00 should be honored by your office.

Yours very truly,

ROGERS CONSTRUCTION CO.

Jack E. Copeland
Jack E. Copeland

JEC:c
cc: W. E. Mueller,
Bridge Engineer

RECEIVED
SEP 29 1958
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING
[illegible]
[illegible]
5030

September 17, 1958

Rogers Construction Company
11760 N. E. Glisan Street
Portland 16, Oregon

Attention: Mr. Jack E. Copeland

Gentlemen:

Reference is made to your letter of September 3 again presenting a claim in the amount of $250 covering guardrail on the Clear Creek Bridge in Clackamas County, Contract 5030.

Our information shows that this guardrail was attached to the steel truss in places by welding and in other places by bolts except for approximately 12½ feet at each corner which projected beyond the truss. It seems to me that it is entirely evident that this is a part of the steel structure and therefore reserved under the terms of your contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Ivan D. Merchant

W. [illegible] ROGERS
DONALD C. ROGERS

**ROGERS CONSTRUCTION CO.**
*General Road Contractors*

11760 N. E. GLISAN STREET
PORTLAND 16, OREGON

September 3, 1958

Oregon State Highway Department
Salem
Oregon

Attn: Mr. G. S. Paxson

Dear Sirs:

Further to our letter of July 23, 1958, and in reference to your letter of July 29, 1958 concerning Deep Creek and Clear Creek Bridges under State Contract #5030, this guard rail was fastened to wooden posts on this structure and certainly was not part of the trusses. You did not state in the provisions of the contract that the guard rail was part of the trusses and since they were separate and not specifically specified, we again request payment of our claim in the amount of $250.00.

We again refer, in part, to page 3 of the original contract, STRUCTURES—REMOVE OLD BRIDGE. . . "all other material removed from the existing bridges shall become the property of the contractor and shall be disposed of in a manner satisfactory to the engineer."

Yours very truly,

ROGERS CONSTRUCTION CO.

Jack E. Copeland
Jack E. Copeland

JEC:c
cc : Mr. W. E. Mueller,
Bridge Engineer

RECEIVED
SEP 4 1958
OREGON
STATE HIGHWAY COMMISSION

W. R. ROGERS
DONALD C. ROGERS

**ROGERS CONSTRUCTION CO.**
*General Road Contractors*

11760 N. E. GLISAN STREET
PORTLAND 16, OREGON

Tom Edwards

July 23, 1958

Oregon State Highway Department
Salem
Oregon

Attn: Accounting Division

Gentlemen:

With reference to Deep Creek and Clear Creek Bridges Nos. 6299-A and 6505-A, Aemisegger Hill and Redland-Logan Roads, State Contract #5030; and with further reference to our letter of June 25, 1958, we are submitting herewith claim for additional compensation on the above project in accordance with Articles 1.9.13 and 1.9.15 of the Standard Specifications for 250 lineal feet of guard rail salvaged from the Clear Creek Bridge and disposed of to Clackamas County by the project engineer.

We refer you to page 3 of the original contract covering this project under the heading, "Structures-Remove Old Bridge" which reads as follows:

> "The Contractor shall remove the existing bridges completely to stream bed or ground line. The existing steel girders in the Deep Creek Bridge and the existing 100-foot steel pony truss over Clear Creek is to remain the property of the County and shall be stockpiled at the bridge site as directed by the engineer. All other material removed from the existing bridges shall become the property of the Contractor and shall be disposed of in a manner satisfactory to the engineer."

In view of the above provisions of the original contract, we trust you will find this claim in order for additional compensation.

Yours very truly,
ROGERS CONSTRUCTION CO.

By

cc: Mr. A. G. Skelton, Div. Eng.
Mr. W. E. Mueller, Bridge Eng.

CONSTRUCTION DIVISION
RECEIVED
JUL 28 1958
NOTED--☒☐☐☐☐
CE ACE E COE

~~W. E. ROGERS~~
DONALD C. ROGERS

**ROGERS CONSTRUCTION CO.**
*General Road Contractors*

11760 N. E. GLISAN STREET
PORTLAND 16, OREGON

July 23, 1958

Oregon State Highway Department
Salem, Oregon

---

Deep Creek and Clear Creek Bridges Nos. 6299-A and 6505-A - Aemisegger Hill and Redland-Logan Highway, State Contract #5030.

Salvage guard rail disposed of to Clackamas County by Bridge Engineer in charge of project:

| | |
|---|---|
| 250 l.f. Guard Rail @ 1.00 per l.f. | $ 250.00 |

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JUL 8 - 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 3, 1958

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 5030 5030 | 7 Final | Rogers Construction Company |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 14970 | H216616 | $2,021.33 | 7-3-58 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 175 workdays from Sept. 26, 1957

Time Extensions: None

Completion Date: May 26, 1958

Date Accepted: June 19, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: July 3, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 3 1958
GRW

NOTED ON CARD
DM

RECEIVED
JUN 21 1958

FOR FILING
[illegible]
[illegible]
[illegible]

June 23, 1958

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Attention: Mr. Sheridan J. McCarthy

Gentlemen:

State Highway Contract No. 5030 for Deep Creek and Clear Creek Bridges on the Aemisegger Hill and Redland-Logan Roads in Clackamas County was completed by the contractor, Rogers Construction Co., on May 26, 1958, and was formally accepted by the Highway Commission on June 19, 1958.

Final payment in the amount of $2,021.33, will be released to the contractor on or after July 3, 1958. The total contract amount is $65,322.47, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

[illegible] 5030

| | | |
|---|---|---|
| ~~Monthly~~ Transaction No.<br>11-28 | Fo -2<br>(5-28-57) U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | ate<br>Oregon |
| Project Report No. | FEDERAL-AID PROJECT AGREEMENT | County<br>Clackamas |
| | 11-13-57 | Project No.<br>S-351(1) |

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1957
FOR FILING
5030

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
**Deep Creek Bridge section (approx. 0.5 mile northeasterly of junction with FAS 132(a county road).**

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | | |
| Rights-of-Way | | |
| Construction | 8/12/57 | 0.1 |
| Other *(Specify)* | | |

**FUNDS**

| Estimated total cost of project | Federal funds |
|---|---|
| $ 40,899.10 | $ 25,300.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(title)

By
Member, State Highway Commission
(title)

By
Member, State Highway Commission
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
Division Engineer

Date executed by Division Engineer November 13, 1957

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

# PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

[illegible]
[illegible]
[illegible]

NATURE OF WORK:

[illegible]

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:
5030 Rogers Constr. Co. 9-12-57

DATE OF COMPLETION: 175 Workdays from 9-26-57

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. S-351(1)

## DEEP CREEK BRIDGE SECTION OF THE
## AMISIGGER ROAD IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Oct. 8, 1957

### Type Code 2010
### Roadway (Sta. 1+00 to Sta. 6+00)(Contract No. 5030)

| | | | |
|---|---|---|---|
| Special Borrow Excavation, Unclassified | 300 cu.yd. | $2.00 | $ 600.00 |
| General Excavation, Unclassified | 70 cu.yd. | 1.50 | 105.00 |
| Metal Guard Rail | 110 lin.f. | 3.00 | 330.00 |
| Coarse Crushed Material in Base | 300 cu.yd. | 4.50 | 1,350.00 |
| 3/4" - 0 Material in Base | 60 cu.yd. | 4.50 | 270.00 |
| Sprinkling | 14 M-gal. | 4.00 | 56.00 |
| Subtotal | | | $ 2,711.00 |
| 10% Engr. & Cont. | | | 271.10 |
| Total | | | $ 2,982.10 |

### Type Code X021
### Deep Creek Bridge (Sta. 2+35 to Sta. 3+91)(Contract No. 5030)

| | | | |
|---|---|---|---|
| Remove Old Bridge | All Required | $ | $ 1,800.00 |
| Structural Excavation | 220 cu.yd. | 5.00 | 1,100.00 |
| Furnish Steel Piling | 240 lin.f. | 5.50 | 1,320.00 |
| Drive Steel Piles | 8 only | 50.00 | 400.00 |
| Class "A" Concrete | 315 cu.yd. | 65.00 | 20,475.00 |
| Metal Reinforcement | 75,000 lbs. | 0.125 | 9,375.00 |
| Subtotal | | | $ 34,470.00 |
| 10% Engr. & Cont. | | | 3,447.00 |
| Total | | | $ 37,917.00 |

| | |
|---|---|
| Length of Roadway. . . . . . . . . . . . | 0.065 Mile |
| Length of Structure. . . . . . . . . . . | 0.030 Mile |
| Total Length . . . . . . . . . . . . . | 0.095 Mile |
| Cost of Roadway Per Mile . . . . . . . | $45,878.46 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Roadway | $ 2,982.10 | $ 1,845.00 | $ 568.55 | $ 568.55 |
| Structure | 37,917.00 | 23,455.00 | 7,231.00 | 7,231.00 |
| | $40,899.10 | $25,300.00 | $7,799.55 | $7,799.55 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

**Note:** Necessary funds have been deposited by Clackamas County with the Highway Department.

RECEIVED
SEP 16 1957
FOR FILING

1351(1)
[illegible]
5030

September 16, 1957

Rogers Construction Company
11760 N. E. Glisan
Portland, Oregon

Gentlemen:

The State Highway Commission on September 12, 1957 awarded to you State Highway Contract No. 5030 for construction of Deep Creek and Clear Creek Bridges on County Roads FAS 808 and 809 in Clackamas County.

This award was based on your bid of $63,297.00 which was the low bid submitted to the Commission on August 30, 1957 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
P. M. Stephenson

Form A-180—10M—7-56

**INVOICE**

# Oregon State Highway Department

**SALEM, OREGON**

NOTED
[illegible] C. Ayers

NOTED
[illegible]

NOTED
John F. Hagemann

Clackamas County
Oregon City, Oregon

Attn: County Court

RECEIVED
SEP 10 1957
ENGINEER
[illegible] RELATIONS

*Invoice No.* 52378

*Date* September 9, 1957

*Your Req. No.*

*Billing Request No.* cc 355

*Credit distribution:* see below

---

| | | |
|---|---|---|
| Advance Deposit | | 35,690.00 |
| Partial transfer county's share of costs of Deep Creek & Clear Creek Bridges | 11,240.00 | |
| Partial transfer of county's share of costs of Bear Creek & Rock Creek Bridges | 17,450.00 | 28,690.00 |
| To be retained | | $7,000.00 |

ACKNOWLEDGMENT OF [illegible]

503-1067-297 11,240.00
503-1066-297 17,450.00

Cash Received with Request: $..............

By..............

NOTED
[illegible] G. SWENSON

NOTED
JOHN D. GRAHAM

State Printing 96055

NOTED
V. R. JONES

NOTED
Harold C. Ayers

September 6, 1957

Clackamas County Court
Courthouse
Oregon City, Oregon

NOTED
John F. Hage

Gentlemen:

This is to acknowledge receipt of an advance deposit of $35,690 in connection with the Deep Creek and Clear Creek Bridges on FAS 808 and 80[illegible] and the Bear Creek and Rock Creek (2) Bridges on FAS 812 and 813. Awarding of contracts for these projects will be made at the September 12 and 13 Highway Commission meeting.

Thank you for your cooperation in this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
W. R. JONES

NOTED
Harold C. Ayers

September 3, 1957

Clackamas County Court
Courthouse
Oregon City, Oregon

NOTED
John F. Hagemann

Gentlemen:

On August 30th satisfactory bids were received by the Highway Commission in connection with the Deep Creek and Clear Creek Bridges on FAS 808 and 809 and the Bear Creek and Rock Creek (2) Bridges on FAS 812 and 813. As per the agreement between county and state, the following advance deposit is required from the county prior to awarding of a contract:

✓ Deep Creek & Clear Creek Bridges
(Rogers Construction Company, Portland)

503-1067

| | |
|---|---|
| Bid Items | $ 63,297.00 |
| 12-1/2% Engineering & Contingencies | 7,912.13 |
| Estimated total cost.......... | $ 71,209.13 |
| County advance deposit of 20%... | $ 14,240.00 |

Bear Creek & Rock Creek (2) Bridges
(Hamilton & Thoms, Eugene)

503-1066

| | |
|---|---|
| Bid Items | $ 95,336.00 |
| 12-1/2% Engineering & Contingencies | 11,917.00 |
| Estimated total cost.......... | $107,253.00 |
| County advance deposit of 20%... | $ 21,450.00 |
| TOTAL COUNTY ADVANCE DEPOSIT.... | $ 35,690.00 |

Please make this deposit by means of a check or warrant in the amount of $35,690 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit, contracts will be awarded. If received prior to September 11th, the contract award will be made at the regular Highway Commission meeting on September 12 and 13.

Very truly yours,

W. C. Williams
State Highway Engineer

Dep. Received
9/5/57

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

By: John F. Hagemann
Asst. Engineer, County and City Relations

JFH:mm

# AGREEMENT

The County of Clackamas, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 0.76 miles of FAS Highway 89, from said project to consist of a reinforced concrete deck girder bridge over Clear Creek, including road approaches as required to connect with the existing road

known as the Clear Creek Bridge Section, and to be designated as Oregon Project S-269(2), and will recommend its approval by the Secretary of Commerce for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto; subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Secretary of Commerce, and agrees that if such project is approved and constructed by the Highway Department and the Department of Commerce, Bureau of Public Roads, it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

4. That the said County hereby agrees to assume jurisdiction and control of the section or sections of county road or roads eliminated from the route to be constructed and shall maintain or vacate them as the said County may determine.

5. That the said County hereby agrees to establish as a county road, pursuant to the provisions of the laws of the State of Oregon, the relocated section or sections of the proposed road.

6. That the said County hereby agrees that:

    a. All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of Highway Officials, approved by the Highway Department, and concurred in by the Department of Commerce, Bureau of Public Roads.

b. No signs (other than those specified in paragraph 'a' above), posters, billboards, roadside stands, or other private installations shall be permitted within the right of way limits of this project.

IN WITNESS WHEREOF, the parties hereunto affixed their signatures, the County on the 21st day of August, 1957, and the Highway Department on the ~~21st~~ 3rd day of ~~xxxxxxxxx~~ September, 1957.

COUNTY OF CLACKAMAS

By ________________
County Judge

Attest:

Guy H Pace
County Clerk

By ________________
County Commissioner

By ________________
County Commissioner

OREGON STATE HIGHWAY COMMISSION

Approved:

/s/By Chas. H. Reynolds
As Chairman

/s/ G. S. Paxson
Assistant State Highway Engineer

By ________________
As Commissioner

Attest:

/s/ H. B. Glaisyer
Secretary

/s/By R. B. Chessman
As Commissioner

I, H. B. Glaisyer, hereby certify that I am the duly appointed, qualified and acting Secretary to the [illegible] Commission; that I have [illegible] the [illegible] Agreement

with the original [illegible] on file [illegible] a true and correct copy of said original and [illegible].

Dated this 3rd day of September, 1957

H B Glaisyer
Secretary

cc-32 (1956)

OREGON PROJECT S-269(2)
FAS 809

# RESOLUTION

WHEREAS, a county road in Clackamas County, State of Oregon, known as the Redland-Logan County Road, is routed through the County of Clackamas, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Clackamas County, the section adopted for improvement being more particularly described as follows; to wit:

> The Clear Creek Bridge and road approaches, a total length of 0.076 mile.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Clackamas will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Clackamas County, Oregon, that no encroachments will be permitted on the county road known as the Redland-Logan County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Clackamas County, Oregon, this 21st day of August, 1957.

By:

County Judge Ed Kolwurth

County Commissioner

County Commissioner

ATTEST:

Geo H Pace
County Clerk

cc-12(1956)

OREGON PROJECT S-351(1)
FAS 808

## RESOLUTION

WHEREAS, a county road in Clackamas County, State of Oregon, known as the Amisegger Hill County Road, is routed through the County of Clackamas, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Clackamas County, the section adopted for improvement being more particularly described as follows; to wit:

> The Deep Creek Bridge and road approaches, a total length of 0.095 mile.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Clackamas will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Clackamas County, Oregon, that no encroachments will be permitted on the county road known as the Amisegger Hill County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Clackamas County, Oregon, this 21st day of August, 1957.

By:

County Judge Ed [illegible]

County Commissioner

County Commissioner [illegible] Ely

ATTEST: Guy H Pace
County Clerk

cc-12(1956)

# A G R E E M E N T

The County of Clackamas, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 0.025 miles of FAS Highway 838, ~~from~~ said project to consist of a reinforced concrete deck girder bridge over Deep Creek, including road approaches as required to connect with the existing road
~~to~~

known as the Deep Creek Bridge Section, and to be designated as Oregon Project S-35-(1), and will recommend its approval by the Secretary of Commerce for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto; subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Secretary of Commerce, and agrees that if such project is approved and constructed by the Highway Department and the Department of Commerce, Bureau of Public Roads, it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

4. That the said County hereby agrees to assume jurisdiction and control of the section or sections of county road or roads eliminated from the route to be constructed and shall maintain or vacate them as the said County may determine.

5. That the said County hereby agrees to establish as a county road, pursuant to the provisions of the laws of the State of Oregon, the relocated section or sections of the proposed road.

6. That the said County hereby agrees that:

   a. All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of Highway Officials, approved by the Highway Department, and concurred in by the Department of Commerce, Bureau of Public Roads.

b. No signs (other than those specified in paragraph 'a' above), posters, billboards, roadside stands, or other private installations shall be permitted within the right of way limits of this project.

IN WITNESS WHEREOF, the parties hereunto affixed their signatures, the County on the 21st day of August, 1957, and the Highway Department on the ~~xxxxxxx~~ ~~21st~~ 3rd day of ~~August~~ September, 1957.

COUNTY OF CLACKAMAS

By Ed [illegible]
County Judge

By Darrell Jones
County Commissioner

By [illegible]
County Commissioner

Attest:

Guy H Pace
County Clerk

OREGON STATE HIGHWAY COMMISSION

/s/ By Chas. H. Reynolds
As Chairman

By
As Commissioner

/s/ By R. B. Chessman
As Commissioner

Approved:

/s/ G. S. Paxson
Assistant State Highway Engineer

Attest:

/s/ H. B. Glaisyer
Secretary

I, H. B. Glaisyer, hereby certify that I am the duly [illegible] qualified and acting Secretary to the [illegible] Commission; that I have compared the foregoing Agreement [illegible] with [illegible] on file in [illegible] and correct copy of said original and of the [illegible]

Dated this 3rd day of September 1957.

H B Glaisyer Jr
Secretary

FORM [illegible]—50M—6-57—1476

NOTED
Harold C. Ayers

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 30, 1957

SUBJECT: Plan and elevation drawings

To:

Mr. Clarence G. Swenson
County and City Relations Engineer
Office

NOTED
John F. Hagemann

Attached hereto please find two prints each of our Drawings 13500, 13597, and 13594, 95, and 96, being the plan and elevation drawings of Rock Creek Bridge and Bear Creek Bridge on Federal-aid secondary 812 and details for the Rock Creek Bridge on Federal-aid secondary 813 in Clackamas County.

It is planned to contract these three structures in one contract at the August 29 meeting of the Highway Commission. Our estimate for structures only for these three structures is $98,000, which figure includes 12½% for contingencies.

Plans for the Deep Creek Bridge on FAS 808 and Clear Creek Bridge on FAS 809 will be sent you in the near future. These two structures will also be contracted at the August 29 meeting and will be in one contract.

Ivan D. Merchant
Ivan D. Merchant
Assistant Bridge Engineer

IDM/mm

Attached

Prints given to Ralph Miller
7/30/57

NOTED
[illegible]

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
July 24, 1957

Clackamas County Bridges
FAS 808, 809, 812, and 813

Mr. Tom Edwards
OFFICE

NOTED
John F. Hagemann

Clackamas County has advised that the county will place a type C-[illegible] oil mat wearing surface 20' in width with 4' shoulders on road approaches as required in connection with five bridges on the subject named FAS routes. This will result in the FAS project being confined to the structures plus grading, draining, and placing base material and leveling course only on the road approaches.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: Frank Hall
V. G. O'Neil
P. M. Stephenson

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
7/19, 1957

FAS 809, Clackamas County

TERMINI: Fishers Mill (Clear Creek) Bridge Section at Fishers Mill approximately 0.9 mile southwesterly from the junction of FAS 809 with FAS 131.

PROPOSED WORK: One concrete bridge, length 130'. Grade, drain, and construct two-lane ~~high~~ low type surfacing on road approaches.

PROJECT LENGTH: 0.076 mile.

| COSTS: | TOTAL | FEDERAL | STATE | OTHER |
|---|---|---|---|---|
| CONSTRUCTION: | $50,000 | $30,000 | $10,000 | $10,000 (Co.) |

EXISTING FACILITY:

STRUCTURE: Steel pony truss 100' in length, H.C. 14' 6", rating H-11.

ROADWAY: Oil mat wearing surface 19' in width with 3-1/2' shoulders in fair condition with a right angle turn approximately 50' south of existing bridge.

ADJACENT SECTIONS:

NORTH & SOUTH ENDS: Oil mat wearing surface 19' in width with 3-1/2' shoulders. This road was oiled in 1936 under W.P.S.O. 269 and has been further improved by maintenance. There is a right-angle turn immediately adjacent to the north end of the project which point is also a road intersection.

PROJECT DATA:

STRUCTURE: Construct a reinforced concrete bridge 130' in length, H.C. 26'.

ROADWAY APPROACHES: Grade, drain, and construct a~~n asphaltic concrete~~ three level course. C. plus 0-11 wearing surface 20' in width with 4' shoulders as required to connect with existing road. The structure and road approaches will be adjacent to and west of the present facility to permit use of the existing bridge to carry traffic during construction and to slightly ease the right-angle turn at the south end of the bridge.

ROW WIDTH: 60' minimum

MINIMUM DESIGN STANDARDS: Substandard 80° curve at south end of bridge. The existing road runs through the heart of the community of Fishers Mill which consists of a store, machine shop, and three other buildings. Also, another county road intersects the FAS route on each side of Fishers Mill and is common with the FAS through the community. As a result, any attempt to improve this ~~xxxx~~ curve to standard alignment would result in either wiping out the roadside development or by-passing the community entirely. If by-passed, the necessity for a new structure at or near the

NOTED

existing one would remain. For this reason it is requested that an exception to the minimum design standards be granted.

ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required
UNUSUAL OR COMPLICATED SITUATION: Covered under "Minimum Design Standards"

FAS Route 809 serves as a farm to market route for the adjacent agricultural cut-over timber lands and directly serves the communities of Redland and Fishers Mill and the grange hall at Logan. It is a mail and school bus route.

JFH:mm

NOTED

NOTED
W. R. JONES

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
7/18/57

FAS 808, Clackamas County

TERMINI: Deep Creek Bridge approximately 0.5 mile northeasterly from the junction of FAS 808 with FAS 132.

PROPOSED WORK: One concrete bridge, length 156'. Grade, drain, and construct two-lane ~~high~~ [illegible] type surfacing on road approaches.

PROJECT LENGTH: 0.095 mile.

| COSTS: | TOTAL | FEDERAL | STATE | OTHER |
|---|---|---|---|---|
| CONSTRUCTION: | $60,000 | $36,000 | $12,000 | $12,000 (Co.) |

EXISTING FACILITY:

STRUCTURE: 53' long steel girder span with plank deck and four 19' untreated pile trestle approach spans. Total length 129', H.C. 23' 2". All timber deteriorated.

ROADWAY: Oil mat wearing surface 20' in width with 3' shoulders in good condition. Present road has sharp vertical at north end of bridge. Horizontal alignment is tangent.

ADJACENT SECTIONS:

NORTH & SOUTH ENDS: Oil mat wearing surface 20' wide with 3' shoulders in good condition.

PROJECT DATA:

STRUCTURE: Construct a reinforced concrete deck girder bridge 156' in length, H.C. 26'.

ROADWAY APPROACHES: Grade, drain, and construct ~~asphaltic concrete~~ thru level course. Co. place wearing surface 20' wide with 4' shoulders as required to connect with existing road. The structure and road approaches will be on same alignment as existing facility with correction of grade to eliminate sharp vertical at north side of bridge. 0-11

ROW WIDTH: 60' minimum
MINIMUM DESIGN STANDARDS: No exception
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required
UNUSUAL OR COMPLICATED SITUATIONS: None

FAS Route 808 serves as a log and lumber haul route to railroad shipping point at Boring and directly serves diversified farming area adjacent to route. It is a mail, milk, and school bus route.

JFH:mm

NOTED
C. G. [illegible]

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
John F. Hagemann

Salem, Oregon
July 18, 1957

Clackamas County Bridges
FAS 808, 809, 812, & 813

Mr. Tom Edwards
OFFICE

Field data for the five bridges on the subject named county FAS routes was submitted your office from the division by letter of transmittal dated May 10th. My letter of May 17th advised that whether or not road approach work would be included in the FAS projects for these bridges would be determined after estimates for the structures were available.

Clackamas County has now requested that this roadwork as shown in the original field data for the five bridges be included in the FAS projects.

Your office has the cross sections for each bridge site on file. The bridge division has on file for each bridge site a vicinity map showing the typical road sections and also has the field notes and earthwork and computation sheets for all five bridges.

The computations and estimates of cost for the roadwork in connection with these bridges will require some revision as the bridge division has revised some of the bridge lengths.

The roadwork for the Rock Creek Bridge section on FAS 812 will be limited to that section between station 4+40 and the south end of the bridge, including a few feet at the north end of the bridge as required to tie in with the existing road. The revised line from the north end of the bridge to approximately station 16 will be constructed by Clackamas County at some future time.

Additional right-of-way is required for the Fishers Mill (Clear Creek) Bridge, FAS 809; the Deep Creek Bridge, FAS 808; and the Rock Creek Bridge, FAS 812. Mr. Ralph Milln, Clackamas County Surveyor, has nearly completed negotiations for this right-of-way and Mr. Broadwell will forward the descriptions of the right-of-way as acquired in the near future.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: P. M. Stephenson
Frank Hall
V. G. O'Neil

NOTED
C. G. SWENSON

CLACKAMAS COUNTY
PROPOSED PROJECTS

✓ FAS 808 - Deep Creek Bridge, $40,000. This bridge is located approximately 0.9 mile northeasterly from the junction of FAS 808 with FAS 132 (Clackamas State Highway) east of Barton. It carries highway department bridge inventory number 6299.

The proposed project is to replace the existing structure over Deep Creek (19' P.T., 53' steel girder, 3-19' P.T. spans) with a new bridge having a horizontal clearance of 26'. The new structure is to be at the same bridge site as the existing bridge and the FAS project is to include removal of the existing bridge with a provision for match-marking the steel span and stockpiling it at the bridge site for county use. The FAS project will also include any required road approach work.

✓ FAS 809 - Fishers Mill (Clear Creek) Bridge, $35,000. This bridge is over Clear Creek and is located near Fishers Mill approximately 0.9 mile southwesterly from the junction of FAS 809 with FAS 131. It carries highway department bridge inventory number 6505.

The proposed project is to replace the existing 100' steel pony truss with a new structure having a horizontal clearance of 26'. The FAS project will include removal, match-marking, and stockpiling for county use the existing steel span. Any required road work will also be included in the FAS project.

FAS 812 - Bear Creek and Rock Creek Bridges (2), $100,000. The Bear Creek bridge is located approximately 4 miles south of the junction of FAS 812 with the Pacific Highway East (FAP Route 3) at Barlow. It carries state highway bridge inventory number 6422. The Rock Creek bridge is located approximately 6.8 miles south of the junction of FAS 812 with the Pacific Highway East at Barlow and carries highway department bridge inventory number 6023.

The proposed project is to replace both structures with new bridges having horizontal clearances of 26'. The FAS project will include removal of the existing bridges and any required road approach work. There is some conflict in the records for the existing Bear Creek bridge; however, if there is any steel in this bridge it is to be stockpiled for county use. The Rock Creek bridge can probably be shortened considerably and a fill substituted for part of the length.

FAS 813 - Rock Creek Bridge, $45,000. This bridge is located approximately 0.6 mile east of the Whiskey Hill School and approximately 0.8 mile west of the junction of FAS 813 with FAS 812. It carries state highway bridge inventory number 6543.

The proposed project is to replace the existing bridge with a new structure having a horizontal clearance of 26'. The FAS project will include removal of the existing bridge, match-marking, and stockpiling the existing 50' steel pony truss for county use, and any required road approach work.

NOTE: In all instances the road will either be closed during construction or the county will provide a detour; however, design, specifications, and contract scheduling should be aimed at keeping the construction period to a minimum. . . . Mr. Ricketts, Assistant Bridge Engineer, is familiar with some of these bridges.

(57-c)
3/4/57

S-77(7) North and South Fork 1/67
Shenandoah R. [illegible]
FC31

Fin. ~~264~~
Mai 172
321

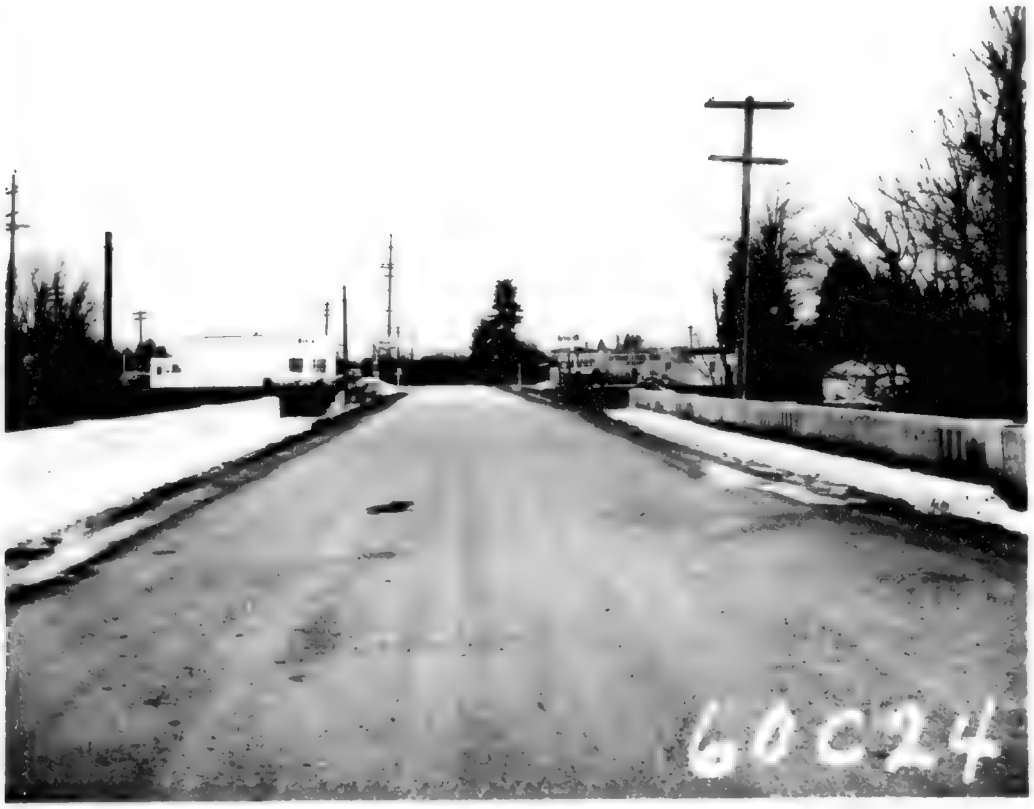
5031

FAS 604 County Columbia Contract No. ______

Section ______

Location [illegible]

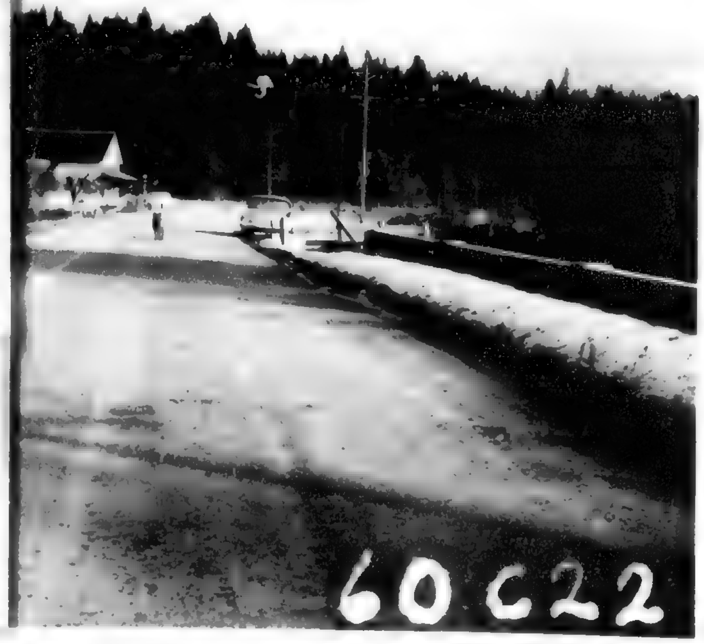
______



60C24

60C25

57-C-94



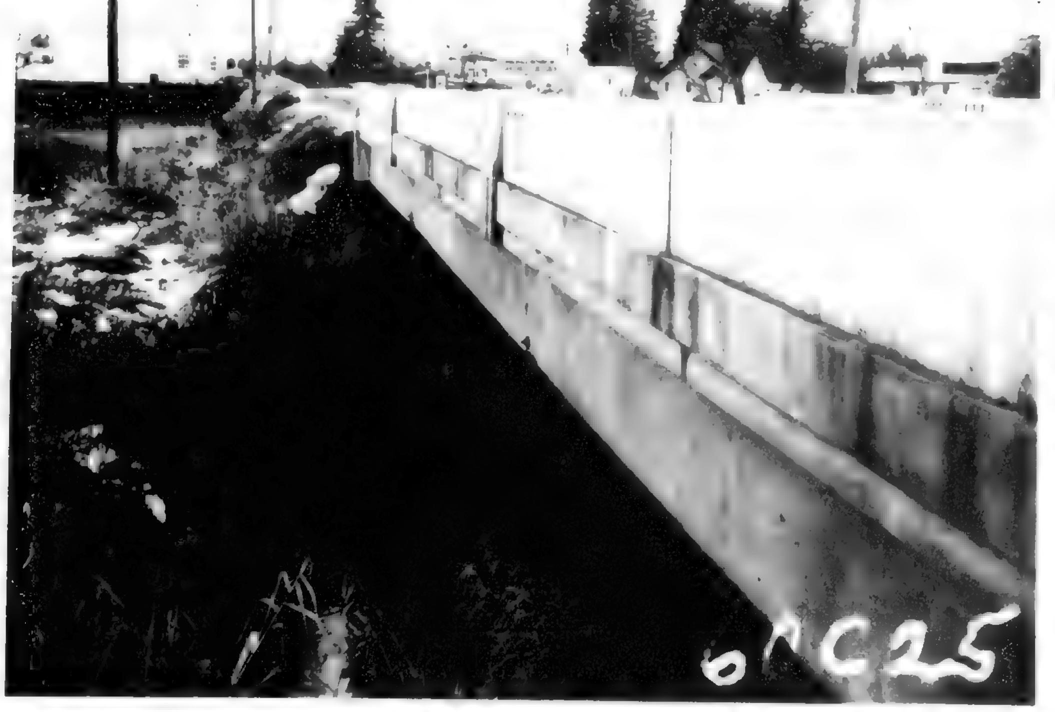
60C22

60C23

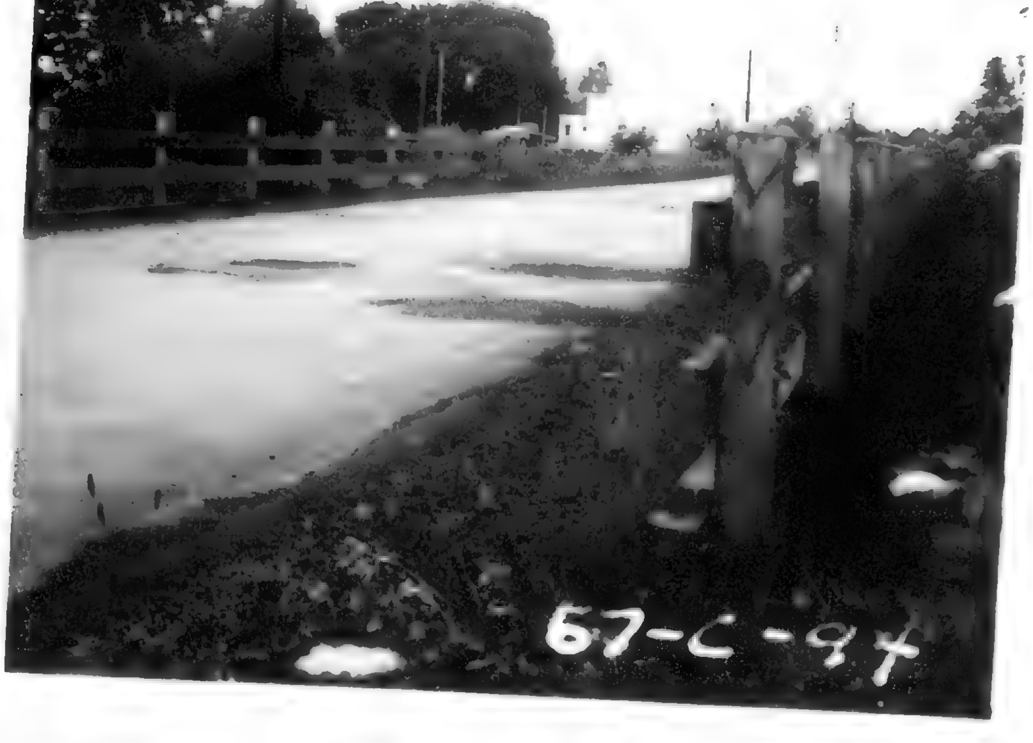
59-C-97

57-C-[illegible]

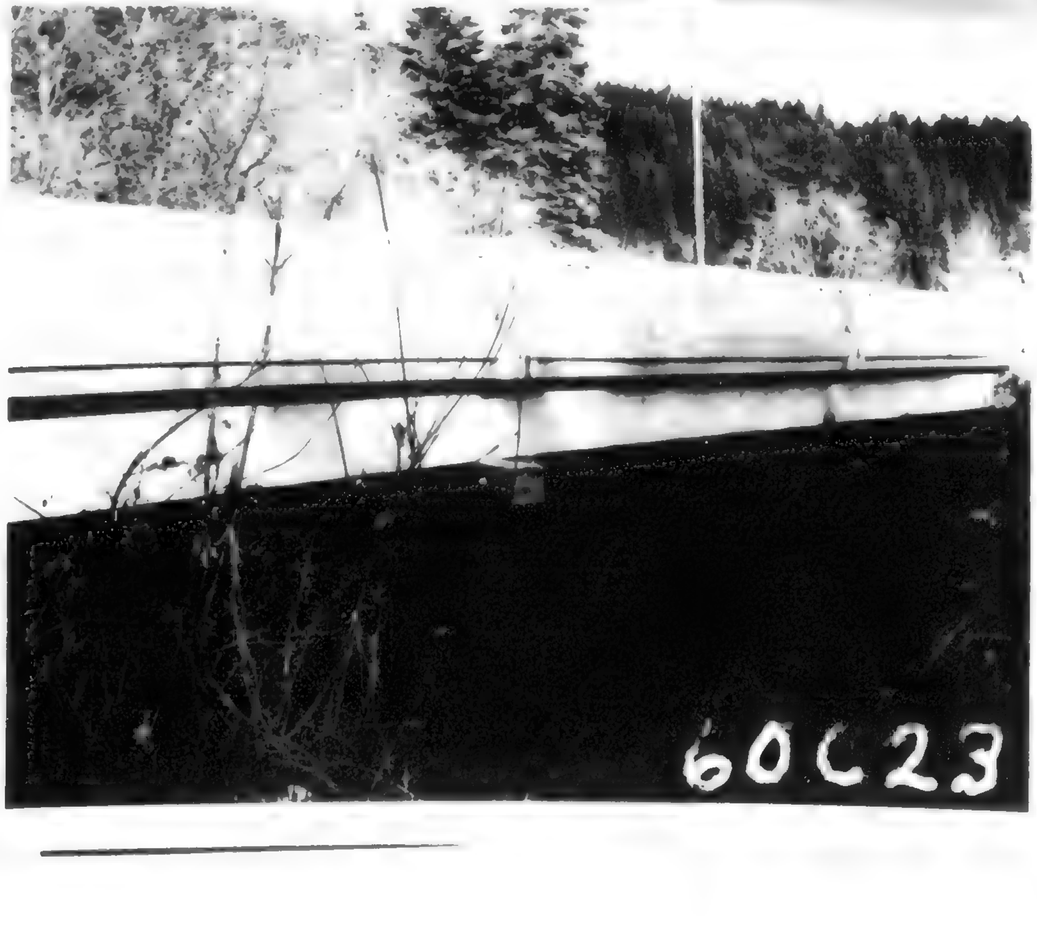
Contract No.________


60C25

60C
60C
57-C-


57-C-94

60C22


60C23

No. ________

57-C-97

57-C-98

[illegible]

[illegible]

[illegible]

[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] stream [illegible] 5

[illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] 740

t No.________

8/7/57= "Before" Pictures
1/26/60: "After" Pictures

Form A-150—10M—6-53

NOTED
Harold C. Ayers

NOTED

## INVOICE

# Oregon State Highway Department

SALEM, OREGON

Invoice No. 59167

Columbia County
St Helens, Oregon

RECEIVED
FEB [illegible] 1959
COUNTY & [illegible] RELATIONS

Date February 3, 1959
Your Req. No.
Billing Request No. col69
Credit Distribution: 505-1036-297

---

Final Billing: North & South Forks Scappoose Creek Bridges, FAS 609, covered by agreement dated August 21, 1957.

| | | |
|---|---|---|
| Original Advance Deposit | $7,353.37 | |
| Less Amount Previously Transferred | 5,853.37 | |
| Balance in Advance Deposit | | $1,500.00 |
| County Share Total Cost as per Att. Statement | 6,665.69 | |
| Less Amount Previously Transferred | 5,853.37 | |
| Balance | | 812.32 |
| REFUND DUE COUNTY | | 687.68 |

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

State Printing 13107

NOTED

NOTED
Harold C. Ayers

NOTED
V.R

NOTED
John F. Hagemann

February 3, 1959

~~Columbia County~~ Court
Courthouse
St. Helens, Oregon

Gentlemen:

Final costs are now available for the North & South Fork Scappoose Creek Bridges (2) on FAS 609. As per the attached cost statement a refund of $627.68 is due the county from the state. This refund will be made by means of a check from our Accounting Division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
Att.

COMPLETED 8/14/58

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Columbia Contract No: 5031 Date 2/2/59

FAS 509 Section North & South Forks Scappoose Creek Bridges

PAYMENTS TO CONTRACTOR

| Item | Unit | Unit Price | Total Qty. | Total Cost |
|---|---|---|---|---|
| Payments to contractor as per attached tabulations . . . . . . . . . . |  |  |  | $ 32,681.00 |
| Construction engineering . . . . . . . . . . . . . . . . . . . . . . . . |  |  |  | 2,005.37 |
| TOTAL CONSTRUCTION COSTS. . . . . . . . . . . |  |  |  | $ 34,686.37 |
| FEDERAL FUNDS COLLECTED FOR PROJECT . . . . |  |  |  | $ 21,355.00 |

AGREED COUNTY SHARE OF TOTAL COSTS
(50% of difference between total costs and federal funds)

($34,686.37 - $21,355) x 1/2 = $6,665.69

| | |
|---|---|
| County Advance Deposit | $7,353.37 |
| Less County Share | 6,665.69 |
| REFUND DUE COUNTY. . . . . . . | $ 687.68 |

JVH:mm

| Item | Unit | Unit Prices | Total Quantities | Total Amount |
|---|---|---|---|---|
| **SOUTH FORK SCAPPOOSE CREEK BRIDGE:** | | | | |
| [illegible] Remove old bridge | All | 2,750.00 | All | 2,750.00 |
| [illegible] Furnish Treated timber piling | l.f. | 1.50 | 600.00 | 900.00 |
| [illegible] Drive Timber piles | each | 70.00 | 24.00 | 1,680.00 |
| [illegible] Class "A" concrete | c.y. | 70.00 | 90.00 | 6,300.00 |
| [illegible] Metal Reinforcement | lb. | .13 | 24,500.00 | 3,185.00 |
| [illegible] Treated timber in place | M-FBM | 300.00 | 1.40 | 420.00 |
| **SOUTH FORK SCAPPOOSE CREEK BRIDGE:** | | | | |
| 7. Remove Old Bridge | All | 1,750.00 | All | 1,750.00 |
| [illegible] Furnish treated timber piling | l.f. | 1.50 | 960.00 | 1,440.00 |
| [illegible] Drive timber piles | each | 70.00 | 24.00 | 1,680.00 |
| 10. Class "A" concrete | c.y. | 70.00 | 116.00 | 8,120.00 |
| 11. Metal reinforcement | lb. | .13 | 31,000.00 | 4,030.00 |
| 1[illegible]. Treated timber in place | M-FBM | 30.00 | 1.42 | 426.00 |
| | | Total | | 32,681.00 |

RECEIVED
SEP 17 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 10, 1958

[illegible]

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 5031 | 6 Final | Babler Bros. Inc. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 20407 | H222331 | $2,451.08 | 9-10-58 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion date: 60 workdays from (to be determined)

Time Extensions: None

Completion Date: Aug. 14, 1958

Date Accepted: Sept. 11, 1958

Penalties: None of record

Claims: None of record

Remarks:

---

Date: Sept. 15, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: SEP 15 1958

NOTED ON CARD

RECEIVED
AUG 28 1958
FOR FILING

[illegible]

5031

Aug. 27, 1958

**CERTIFIED MAIL**

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5031 for North and South Fork Scappoose Creek Bridges on the Scappoose-Pittsburg County Road in Columbia County was completed by the contractor, Babler Brothers, Inc., on Aug. 14, 1958, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $2,451.08 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $32,681.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

NOTED ON CARD
em

Contract No 5031

| | | |
|---|---|---|
| Monthly Transaction No. 11-55<br>RECEIVED 1957<br>Project Report No. 3<br>FOR FILING | For R-2<br>(5-29-57)<br>U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS<br>11-13-57<br>**FEDERAL-AID PROJECT AGREEMENT** | ate **Oregon**<br>County **Columbia**<br>Project No. **S-77(7)** |

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

5031

Project termini **North and South Fork Scappoose Creek Bridges, approx. 6.4 miles and 0.1 mile northwesterly from junction FAP 1 near Scappoose (a county road).**

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | | |
| Rights-of-Way | | |
| Construction | 8/12/57 | 0.3 |
| Other *(Specify)* | | |

FUNDS

| | |
|---|---|
| Estimated total cost of project $ **33,949.10** | Federal funds $ **22,200.00** |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY COMMISSION**
(Official name of Highway Department)

By Chas H Reynolds
**Chairman, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C F Tolk
Division Engineer

Date executed by Division Engineer November 13, 1957

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11169

# PROJECT AGREEMENT

**DESCRIPTION: (JOB, SECTION AND HIGHWAY)**

North and South Fork Scappoose Creek Bridges
Pittsburg - Scappoose Road
Columbia County

**NATURE OF WORK:**

Structures

**CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:**

5031 Babler Brothers, Inc. 9-12-57

**DATE OF COMPLETION:** 60 workdays from (to be determined)

**REMARKS:**

Oregon State Highway Department

Federal Aid Secondary
Project No. S-77(7)

## NORTH AND SOUTH FORK SCAPPOOSE CREEK BRIDGES ON THE PITTSBURG-SCAPPOOSE ROAD IN COLUMBIA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Oct. 8, 1957

Type Code X021
N. Fork Scappoose Cr. Bridge (Sta. 2+90 to Sta. 3+56)(Contract No. 5031)

| | | | | |
|---|---|---|---|---|
| Remove Old Bridge | All | Required | $ | $ 2,750.00 |
| Furnish Treated Timber Piling | 600 | lin.f. | 1.50 | 900.00 |
| Drive Timber Piles | 24 | only | 70.00 | 1,680.00 |
| Class "A" Concrete | 90 | cu.yd. | 70.00 | 6,300.00 |
| Metal Reinforcement | 24,500 | lbs. | 0.13 | 3,185.00 |
| Treated Timber in Place | 1.40 | M-FBM | 300.00 | 420.00 |
| | | | | $ 15,235.00 |

Type Code X021
S. Fork Scappoose Cr. Bridge (Sta. 5+01 to Sta. 5+85)(Contract No. 5031)

| | | | | |
|---|---|---|---|---|
| Remove Old Bridge | All | Required | $ | $ 1,750.00 |
| Furnish Treated Timber Piling | 960 | lin.f. | 1.50 | 1,440.00 |
| Drive Timber Piles | 24 | only | 70.00 | 1,680.00 |
| Class "A" Concrete | 116 | cu.yd. | 70.00 | 8,120.00 |
| Metal Reinforcement | 31,000 | lbs. | 0.13 | 4,030.00 |
| Treated Timber in Place | 1.42 | M-FBM | 300.00 | 426.00 |
| | | | | $ 17,446.00 |

| | |
|---|---|
| Subtotal | $ 32,681.00 |
| 10% Engr. & Cont. | 3,268.10 |
| Total | $ 35,949.10 |

Length of 2 Structures . . . . . . 0.028 Mile

| | |
|---|---|
| Federal Funds. . . . . . . . . . . . . . . . . . . . . . . . . . | $ 22,200.00 |
| State Funds. . . . . . . . . . . . . . . . . . . . . . . . . . | 6,874.55 |
| County Funds . . . . . . . . . . . . . . . . . . . . . . . . . | 6,874.55 |
| | $ 35,949.10 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

**Note:** Necessary funds have been deposited by Columbia County with the Highway Department.

FORM E-123X 50M 8-57

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

**NOTED**
Harold C. Ayers

NOTED
John F. Hagemann

November 5, 1957

Columbia County Court
Columbia County Courthouse
St. Helens, Oregon

Re: Contract No. 5031
North & South Fork Scappoose
Creek Bridges on the Scappoose-
Pittsburgh County Road in
Columaia County

Gentlemen:

In compliance with your oral request for information as to the date when the County is required to complete the detours provided for in the above mentioned contract and also the final completion date of said contract by the contractor, I wish to advise you that the County can provide the detours at any time it so desires. If the contractor, after the County completes said detours, desires to immediately commence the construction of the bridges provided for in said contract, the contractor, under the terms of the contract, may do so. The only reservation as to this matter is that the contract provides that the contractor is not required to complete the said bridges until 60 work days after the 1st of April, 1958, or after the County completes the said detours, whichever is later.

If, therefore, the County and the contractor wish to arrange mutually and for the best interest of both parties, to immediately commence the construction of the detours and bridges, provided for in said contract, and without additional cost to the State, they are fully warranted in doing so.

Very truly yours,

LEONARD I. LINDAS
Chief Counsel

FCMcK:ma

cc P. M. Stephenson, Bridge Engr.
E. G. Rickets, Asst. Br. Engr.
C. G. Swenson, County-City Relations

**NOTED**
JOHN D. GRAHAM

**NOTED**
JOHN D. GRAHAM

C. G. SWENSON

RECEIVED
1957
FOR FILING

LLOYD BABLER
PRESIDENT
RICHARD BABLER
VICE PRESIDENT
JAS. A. POLLOCK
SECRETARY-TREASURER

S 77 (7)

5031

BABLER BROS., INC.
GENERAL CONTRACTORS
4617 S. E. MILWAUKIE AVE.
PHONE EAST 8677
PORTLAND 2, OREGON

October 1, 1957

(331)

Oregon State Highway Commission
Salem, Oregon

Re: Contract Scappose Creek Bridges. S.C.#5031

Gentlemen:

Subject contract calls for construction after the Columbia County has installed detours about April 1, 1958.

We would like to go ahead with construction at the present time. We are informed that the Columbia County Court and your office is in favor of this under certain conditions. These conditions are that contract time begins with the day traffic is routed by the first construction site, that the job will be completed in 60 working days, and that we furnish at the site satisfactory stringer and decking material for the North Fork Bridge detour. This material is 8 - 8"x20'x48' stringers and 4 x 12 decking of good used lumber. The County Court requires that traffic be detoured at either site for a period not to exceed eight calendar weeks.

These conditions are acceptable to us and we will proceed accordingly.

Very truly yours

BABLER BROS., INC.

Lloyd Babler

Lloyd Babler, President

assign
SP331
to Mr. Stephenson

LB:do

RECEIVED
SEP 16 1957
FOR FILING

S-77(7)

5031

September 16, 1957

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on September 12, 1957 awarded to you State Highway Contract No. 5031 for construction of North and South Fork Scappoose Creek Bridges on the Scappoose-Pittsburg Road in Columbia County.

This award was based on your bid of $32,681.00 which was the low bid submitted to the Commission on August 30, 1957 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
F. M. Stephenson

Form A-180—10M—7-56

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

**INVOICE**

# Oregon State Highway Department

**SALEM, OREGON**

RECEIVED
SEP 16 1957
[illegible]

Columbia County
St. Helens , Oregon

Attn: County Court

*Invoice No.* 52533

*Date* eptember 13, 1957

*Your Req. No.*

*Billing Request No.* CC 360

*Credit distribution:* 505-1036-297

| | |
|---|---|
| dvance Deposit | 7,353.37 |
| Partial transfer county's share total cost N. & S. Forks Scappoose Creek Bridges, FAS 609, covered by agreement dated August, 1957. | 5,853.37 |
| To be retained | $1,500.00 |

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $..................

By..................

NOTED
C. G. SWENSON

NOTED
[illegible]

State Printing 96065

LOUIS J. WASSER, COMMISSIONER
GOBLE

R. L. Thompson
XXXXXXXXXXX, COMMISSIONER
XXXXXXX
Vernonia

Columbia County Court

JOHN W. WHIPPLE, COUNTY JUDGE

ST. HELENS, OREGON

September 11, 1957.

NOTED
[illegible]

NOTED
John F. Hagemann

State Highway Department,
Salem,
Oregon.

Gentlemen:

Re: Contract No. 4699-FAS 609
Attention: Mr. John F. Hagemann
Asst. Engr., County and City Relations.

Enclosed herewith please find Columbia County warrant #600 in the sum of $6,120.00 as county advance deposit, our total balance of the above project.

This letter will serve as your authority to retain the refund due on the North Fork Scappoose Creek Bridges (2), Oregon Project S-77(5), as part of the required deposit for the North and South Fork Scappoose Creek Bridges on FAS 609.

Kindly advise Babler Bros. that we would like to discuss matters concerning detours and starting time, in ample time before they start construction.

Yours very truly,

John W. Whipple
County Judge

9/13/57

JWW:n

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

Ck #600 for $6,120.00 received & sent to accounting 9-12-57 rn

RECEIVED
SEP [illegible] 1957
FOR FILING

5 17(7)

5031

46

Salem, Oregon
September 11, 1957

Finance & Maintenance Agreements
N & S Fork Scappoose Creek Bridges
FAS 609

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Columbia County covering the North and South Fork Scappoose Creek Bridges on FAS 609 in Columbia County.

A conformed copy of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Columbia County.

Secretary

rn
Attach: 5

FORM E30—50M—2-57—1476

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 22, 1957

**SUBJECT:** FAS Project Agreements
FAS 609, Columbia County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the North and South Fork Scappoose Creek Bridges on FAS 609 in Columbia County.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on May 16, 1957.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date Aug. 23, 1957

AUTHORIZED BY HIGHWAY COMMISSION
DATE 5-16-57 Minute Page 33
Secretary

RECEIVED
AUG 23 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V. R. JONES

NOTED
Harold C. Ayers

September 4, 1957

Columbia County Court
205 Courthouse
St. Helens, Oregon

NOTED
John F. Hagemann

Gentlemen:

On August 30th the Highway Commission received a satisfactory bid from Babler Bros. of Portland for constructing the North and South Fork Scappoose Creek Bridges on FAS 609. As per the agreement between county and state, the following advance deposit is required from the county prior to awarding of a contract.

| | | |
|---|---|---|
| Bid Items | $32,681.00 | |
| 12-1/2% Engineering & Contingencies | 4,085.13 | |
| Estimated Total Cost..... | $36,766.13 | |
| County Advance Deposit of 20%................ | | $7,353.23 |
| Less Refund Due on North Fork Scappoose Creek Bridges (2)................................ | | 1,233.37 |
| Cash Deposit | | $6,119.86 |
| Or Say...... | | $6,120.00 |

Please make this deposit by means of a check or warrant payable to the Oregon State Highway Commission in the amount of $6,120, forwarding same to this office. This deposit should be accompanied by a letter authorizing the highway department to retain the refund due on the North Fork Scappoose Creek Bridges (2), Oregon Project S-77(5), as part of the required deposit for the North and South Fork Scappoose Creek Bridges on FAS 609. Upon receipt of this deposit, a contract will be awarded. If received prior to September 11th the award will be made at the regular Highway Commission meeting on September 12 and 13.

Very truly yours,

W. C. Williams
State Highway Engineer

By: John F. Hagemann
Asst. Engr., County and City Relations

NOTED
JOHN D. GRAHAM

NOTED
G. SWENSON

Dep. Rcvd. 9/12/57
505-1036

JFH:mm

NOTED
John F. Hagen[illegible]

NOTED
V. R. JONES

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
7/19/57

FAS 609, Columbia County

TERMINI: North & South Fork Scappoose Creek Bridges approximately 6.4 and 0.1 miles northwesterly from the junction of FAS 609 with FAP Route 1.

PROPOSED WORK: Two concrete bridges, length 66' and 84'.

PROJECT LENGTH: 0.028 mile

| COSTS: | TOTAL | FEDERAL | STATE | OTHER |
|---|---|---|---|---|
| CONSTRUCTION: | $40,000 | $24,000 | $8,000 | $8,000 (Co.) |

EXISTING FACILITY:

N FORK SCAPPOOSE CREEK: Three 19' untreated pile trestle spans, H.C. 25'-2", deteriorated condition.

S FORK SCAPPOOSE CREEK: Five 15' untreated pile trestle spans, H.C. 25'-2", deteriorated condition.

ADJACENT SECTIONS:

N FORK SCAPPOOSE CREEK: Oil mat wearing surface 18' wide with 1' to 2' shoulders in fair condition, constructed under Oregon Proj. S-77(2).

S FORK SCAPPOOSE CREEK: Oil mat wearing surface 18' wide with 1.5' shoulders in fair condition, constructed under Oregon Proj. S-77(1).

No substandard existing grade and alignment.

PROJECT DATA:

N FORK SCAPPOOSE CREEK BRIDGE: Construct reinforced concrete bridge on treated piling 66' in length, H.C. 26'.

S FORK SCAPPOOSE CREEK BRIDGE: Construct reinforced concrete bridge on treated piling 84' in length, H.C. 26'.

Both structures will be on same location as existing bridges and the county will construct necessary road approaches to conform to existing road facility without federal cooperation.

ROW WIDTH: Minimum 60'
MINIMUM DESIGN STANDARDS: No exception
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required
UNUSUAL OR COMPLICATED SITUATION: None

Supporting data for FAS Route 609 submitted under Oregon Projects S-77(1), (2), (3 ), (4), (5), and (6).

NOTED
C. G. SWENSON

JFH:mm

NOTED
Harold C. Ayers

May 20, 1957

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
V. R. JONES

NOTED
John F. Hagemann

Gentlemen:

On May 16th the Highway Commission approved the project on FAS 609 as described in the attached tabulation which is believed to conform with the County's request.

Survey work for this project will be performed under the supervision of our division office near Milwaukie.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Encl: 57-d

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

COLUMBIA COUNTY
PROPOSED PROJECT

FAS 609 - North Fork, Scappoose Creek Bridges (2) and Cedar Creek Drainage Structure, $50,000. The two North Fork Scappoose Creek bridges are located approximately 0.1 and 6.4 miles northwesterly from the junction of FAS 609 with the Columbia River Highway (FAP Route 1) at Scappoose. The Cedar Creek drainage structure is located approximately 7.2 miles northwesterly from the same junction.

The proposed project is to replace the existing untreated timber bridges over the North Fork Scappoose Creek with reinforced concrete bridges having a 26' wide roadway and to replace the existing 19' long untreated timber structure over Cedar Creek with a bridge or culvert, whichever is the most economical.

The FAS project will be for the structures only with Columbia County performing all required road work and furnishing detours. The specifications should provide that any structure started this year shall be completed to a point that would permit use by traffic on or before November 1st.

The existing bridge 0.1 mile from the junction is highway department bridge inventory no. 13350 and consists of five 15' pile trestle spans. The existing bridge 6.4 miles from the junction is bridge inventory no. 13,764 and consists of three 19' pile trestle spans. The existing bridge over Cedar Creek has no inventory number and consists of one 19' pile trestle span.

Funds in addition to the $50,000 programmed are available if required.

(57-d)
4/29/57

S-354(1)- Hood River Co. Grading & 1957
S-357(1) Oiling Proj. on 4 Co. Rds.
#5032 near Hood River & Parkdale

Mr. Williams

RECEIVED
3 - 1959
FOR FILING
NOTED
W. C. WILLIAMS

March 27, 1959 A

# FINAL COST ANALYSIS
Grading & Surfacing

Hood River County Roads
Contract # 5032
F.A.S. #'s 662;701;702;703

Rex. C. Ayres and Silver Falls Constr. Companies
Resident Engineer: Vernon Shull

Prefix # 514-1038-201
(41)

5132

| Items | Quantity | Unit | Unit Cost | Unit Bid | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| Clearing and Grubbing | 100% | All | 2,367.50 | 2,500.00 | 2,367.50 | 2,500.00 |
| Drainage Excav., Unclass. | 133.96 | Cu.Yd. | 2.49 | 3.00 | 332.97 | 401.88 |
| Special Borrow Excav., Unclass. | 11,357.3 | Cu.Yd. | 0.27 | 0.30 | 3,114.00 | 3,407.19 |
| General Excav., Unclass. | 27,113.7 | Cu.Yd. | 0.42 | 0.44 | 11,272.13 | 11,930.03 |
| Short Overhaul | 122,357.6 | Yd.Sta. | 0.014 | 0.015 | 1,736.29 | 1,838.36 |
| Long Overhaul | 2,044.57 | C-Yd.Sta. | 0.38 | 0.40 | 771.71 | 817.83 |
| Finishing R.B. & Slopes | 4.74 | Mile | 529.26 | 500.00 | 2,508.69 | 2,370.00 |
| 24" Corr. Metal Pipe | 8 | Lin.Ft. | 10.29 | 9.00 | 82.39 | 72.00 |
| 8" Conc. Drain Pipe | 36 | Lin.Ft. | 1.23 | 1.25 | 44.21 | 45.00 |
| 12" Conc. Pipe | 1,134 | Lin.Ft. | 1.98 | 2.00 | 2,243.21 | 2,268.00 |
| 18" Conc. Pipe | 141 | Lin.Ft. | 3.58 | 3.50 | 505.12 | 493.50 |
| 24" Conc. Pipe | 66 | Lin.Ft. | 4.69 | 4.50 | 309.73 | 297.00 |
| 36" Conc. Pipe | 48 | Lin.Ft. | 9.40 | 10.00 | 451.50 | 480.00 |
| Quarry Run Rock Base Grid Rolled | 6,195.2 | Cu.Yd. | 1.57 | 1.42 | 9,759.15 | 8,797.18 |
| Hauling & Placing 3/4"-0 Mat'l in Base | 5,665 | Cu.Yd. | 1.47 | 1.62 | 8,320.15 | 9,177.30 |
| Sprinkling | 1,573 | M-Gal. | 2.29 | 2.50 | 3,597.03 | 3,932.50 |
| Preparation of Base | 4.74 | Mile | 182.94 | 200.00 | 867.14 | 948.00 |
| Haul & Place 3/4"-0 Mat'l in Binder | 540 | Cu.Yd. | 2.76 | 2.70 | 1,492.97 | 1,458.00 |
| Hauling & Placing Aggregates | 2,795 | Cu.Yd. | 2.93 | 2.75 | 8,190.63 | 7,686.25 |
| RC-3 Asphalt | 89.69 | Ton | 49.77 | 47.00 | 4,463.47 | 4,215.43 |
| 120-150 Asphalt | 199.18 | Ton | 48.11 | 45.00 | 9,581.88 | 8,963.10 |

Final Cost Analysis, Grading & Surfacing - Contract No. 5032

| Item | Quantity | Unit | Unit Cost | Unit Bid | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| RS-1 Asphalt | 58.18 | Ton | 48.66 | 46.00 | 2,831.01 | 2,676.28 |
| PA#1 Quarry-run Base Rock | 12,725 | Cu. Yd. | 1.46 | 1.42 | 18,628.87 | 18,069.50 |
| Force Account | | | | | 921.79 | 1,079.02 |
| | | | | | $ 93,394.59 | $ 93,923.35 |

| | |
|---|---|
| Gross Revenue | $ 93,923.35 |
| Total Cost | 93,394.59 |
| Net Profit | $ 528.76 |

Net Profit Equals 0.5% of Gross Revenue

# DETAIL OF COST

Contract # 5032

| | | |
|---|---|---|
| **Labor:** | | |
| Labor | $ 22,115.34 | |
| Labor Insurance | 2,201.02 | |
| Health and Welfare | 406.60 | $ 24,722.96 |

| | | |
|---|---|---|
| **Equipment Rental & Miscellaneous Expenses:** | | |
| Equipment Rental (Rented) | 2,394.40 | |
| Equipment Rental (Owned) | 24,389.76 | |
| Gas, Oil, and Grease | 6,809.99 | |
| Bond | 541.73 | |
| P.L. & P.D. Insurance | 1,454.00 | |
| Move In | 1,004.00 | |
| Misc. Supplies and Small Tools | 1,236.09 | |
| Home Office and General Overhead | 4,868.00 | |
| Work Done by others | 12,842.03 | 55,540.00 |

| Materials: | Quantity | Unit | Unit Cost | | |
|---|---|---|---|---|---|
| 24" Corr. Metal Pipe | 8 | Lin. Ft. | 5.12 | 40.96 | |
| 8" Conc. Pipe | 36 | Lin. Ft. | .80 | 28.80 | |
| 12" Conc. Pipe | 1,134 | Lin. Ft. | 1.00 | 1,134.00 | |
| 18" Conc. Pipe | 141 | Lin. Ft. | 2.05 | 289.05 | |
| 24" Conc. Pipe | 66 | Lin. Ft. | 3.10 | 204.60 | |
| 36" Conc. Pipe | 48 | Lin. Ft. | 5.40 | 259.20 | |
| RC-3 Asphalt | 89.69 | Ton | 32.20 | 2,888.02 | |
| 120-150 Asphalt | 199.18 | Ton | 32.20 | 6,413.60 | |
| RS-1 Asphalt | 58.18 | Ton | 32.20 | 1,873.40 | 13,131.63 |
| | | | | | $ 93,394.59 |

Remarks - Contract # 5032:

This was a "Federal Aid Secondary Project" conducted in accordance with the Federal regulations applying to that class of project, calling for 9,200 cubic yards of special borrow; approximately 32,200 cubic yards of general excavation; various connections and approaches; miscellaneous pipes; approximately 20,100 cubic yards quarry-run rock base, grid rolled; hauling and placing of 4,650 cubic yards 3/4"-0 in base; oiling of 4.52 miles using 90 tons of RC-3, 200 tons of 120-150, 60 tons of RS-1 with approximately 3,290 cubic yards of aggregates.

The work to be done under this contract consists of four county roads in Hood River County: Unit A, Glass Road, FAS Rte. # 702 was .57 mile; Unit B, Central-Vale Road, FAS Rte. # 703 was 0.89 mile; Unit C, Neat Creek Road, FAS Rte. # 701 was 1.05 miles; Unit D, Parkdale Road, FAS Rte. # 662 was 2 miles. The location of the four units with respect to one another and to the localities are Hood River, Odell, Dee, and Parkdale.

The project was bid August 30, 1957 and awarded September 12, 1957. Contractor started work October 28, 1957. Adverse weather necessitated the closing down of grading for the winter, although clearing continued until December 21, 1957, and was closed down to March 5, 1958. Snow and rain continued to hamper grading; also utilities were slow moving. Ayres did the grading and Silver Falls the surfacing. Wbrk progressed rather slowly. Contract was completed June 25, 1958.

Equipment used on project: D-8 dozer, two super C tourn-a-pulls, H.D.14, H.D.7, Galion blade, scoopmobile, 18-yard carryall, eight F-8 Ford trucks, B-15 shovel, #12 cat blade, grid roller and H.D.10, water truck, compressor and tools, 3-leg rollers, distributor, pneumatic roller, two 10-yard trucks, 3-yard pay loader, three pick-ups, and miscellaneous small hand tools.

Progress was slow due to inclement weather in fall. Numerous water pipes that were not platted were encountered and large boulders appeared in excavation and did not fit in shallow fills. Supervision was rather lax and poor coordinating of the equipment contributed to a very slight profit.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

Form A-150—10M—6-58

# INVOICE
# Oregon State Highway Department
SALEM, OREGON

Contract 5032
S-357[illegible] [illegible]

Hood River County
Hood River, Oregon

RECEIVED
JAN 16 1959
[illegible]
COUNTY [illegible]

Invoice No. 59015
Date January 15, 1959
Your Req. No.
Billing Request No. [illegible] 142
Credit Distribution: 514-1030-297

Final billing: Hood River County Roads Section, FA 662, 701, 702, and 703 covered by agreement dated 9/3/57.

| | | |
|---|---|---|
| Original advance deposit | 21,140.00 | |
| Less amt. previously transferred | 17,140.00 | |
| Balance in advance deposit | | 4,000.00 |
| County share total cost as per attached statement | 20,335.78 | |
| Less amount previously transferred | 17,140.00 | |
| Balance | | 3,195.78 |
| To be refunded | | 804.22 |

ACKNOWLEDGMENT OF BILLING REQUEST
[illegible] with Request $
By

State Printing 13107

NOTED

January 15, 1959

Hood River County Court
Courthouse
Hood River, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Hood River County Roads FAS projects on FAS 682, 701, 702, and 703. As shown in the attached statement of costs, a refund of $804.22 is due the county from the state. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

OREGON STATE HIGHWAY DEPARTMENT

Completed 6/25/58
ITEMIZED STATEMENT OF FINAL COSTS

County Hood River Contract No. 5032 Date 1/16/59
FAS 662, 701, 702, / & 703 Section Hood River County Roads

PAYMENTS TO CONTRACTOR

| Item | Unit | Unit Price | Total Qty. | Total Cost |
|---|---|---|---|---|
| Payments to contractor as per attached tabulation . . . . . . . |  |  |  | $ 93,923.35 |
| Construction engineering . . . . . . . . . . . . . . . . . . . . |  |  |  | 8,924.20 |
| TOTAL CONSTRUCTION COSTS |  |  |  | $102,847.55 |
| FEDERAL FUNDS COLLECTED FOR PROJECT |  |  |  | $ 62,176.00 |

AGREED COUNTY SHARE OF TOTAL COSTS
(50% of difference between total costs and federal funds)

($102,847.55 - $62,176) X 1/2 = $20,335.78

| | |
|---|---|
| County Advance Deposit. . . . . . . . . . | $21,140.00 |
| Less County Share. . . . . . . . . . . . | 20,335.78 |
| REFUND DUE COUNTY. . . . . . . . . . . . | $ 804.22 |

JPH:mm

Au[illegible] 21, 1958

STATE OF OREGON, To MAX G. AYERS CONSTRUCTION CO. AND SILVER FALLS TRUCKING & CONSTRUCTION CO., Dr.

County Hood River

Postoffice address Portland, Oregon

Highway FAS Rt. #462, 701, 702 & 703

Work done to June 25, 1958

Contract No. 5032

Section Hood River County Roads

Prefix No. 514-1038-201(41)

Estimate No. 7 Final

| ITEM | Unit | Unit Prices | Total Quantities To Date | Total Amount To Date | Previous Amount | Present Amount |
|---|---|---|---|---|---|---|
| 1. Clearing and grubbing | all | 2500.00 | 100% | 2,500.00 | 2,500.00 | - |
| 2. Drainage excav., unclass. | c.y. | 3.00 | 133.96 | 401.88 | 388.83 | 13.05 |
| 3. Special borrow excav., unclass. | c.y. | .30 | 11,357.3 | 3,407.19 | 3,407.19 | - |
| 4. General excav., unclass. | c.y. | .44 | 27,113.7 | 11,930.03 | 11,930.03 | - |
| 5. Short overhaul | yd.sta. | .015 | 122,557.6 | 1,838.36 | 1,821.31 | 17.05 |
| 6. Long overhaul | C-yd.sta. | .40 | 2,044.57 | 817.83 | 846.38 | -28.55 |
| 7. Finishing roadbed and slopes | mile | 500.00 | 4.74 | 2,370.00 | 2,370.00 | - |
| 9. 24" corr. metal pipe | l.f. | 9.00 | 8 | 72.00 | 72.00 | - |
| 11. 8" concrete drain pipe | l.f. | 1.25 | 36 | 45.00 | 45.00 | - |
| 12. 12" concrete pipe | l.f. | 2.00 | 1,134 | 2,268.00 | 2,268.00 | - |
| 13. 18" concrete pipe | l.f. | 3.50 | 141 | 493.50 | 493.50 | - |
| 14. 24" concrete pipe | l.f. | 4.50 | 66 | 297.00 | 297.00 | - |
| 15. 36" concrete pipe | l.f. | 10.00 | 48 | 480.00 | 480.00 | - |
| 16. Quarry-run rock base grid rolled | c.y. | 1.42 | 6,195.2 | 8,797.18 | 8,797.18 | - |
| 17. Hauling and placing 3/4"-0 material in base | c.y. | 1.62 | 5,665 | 9,177.30 | 9,177.30 | - |
| 18. Sprinkling | M/gal | 2.50 | 1,573 | 3,932.50 | 3,932.50 | - |
| 19. Preparation of base | mile | 200.00 | 4.74 | 948.00 | 948.00 | - |
| 20. Haul.& plac. 3/4"-0 mat'l.in binder crs. | c.y. | 2.70 | 540 | 1,458.00 | 1,458.00 | - |
| 21. Hauling and placing aggregates | c.y. | 2.75 | 2,795 | 7,686.25 | 7,686.25 | - |
| 22. RC-3 asphalt | ton | 47.00 | 89.69 | 4,215.43 | 4,215.43 | - |
| 23. 120-150 asphalt | ton | 45.00 | 199.18 | 8,963.10 | 8,963.10 | - |
| 24. RS-1 asphalt | ton | 46.00 | 58.18 | 2,676.28 | 2,676.28 | - |
| PA#1 Quarry-run base rock | c.y. | 1.42 | 12,725 | 18,069.50 | 18,069.50 | - |
| Force Account | | | | 1,079.02 | 922.53 | 156.49 |
| | | | | | | |
| | | | | | | |
| Audited and approved by | | | Totals | 93,923.35 | 93,765.31 | 158.04 |
| Period covered To 6/25/58 | 0 | | % Retained | - | 2,812.96 | 2,812.96 |
| Cont. 5032 - Est. 7 Final | | | | 93,923.35 | 90,952.35 | 2,971.00 |

Highway
Hood River County Roads
Section ............ Prefix No. 514-1038-201(41) Estimate No. 7 Final

| ITEM | Unit | Unit Prices | Total Quantities To Date | Total Amount To Date | Previous Amount | Present Amount |
|---|---|---|---|---|---|---|
| 1. Clearing and grubbing | all | 2500.00 | 100% | 2,500.00 | 2,500.00 | - |
| 2. Drainage excav., unclass. | c.y. | 3.00 | 133.96 | 401.88 | 388.83 | 13.05 |
| 3. Special borrow excav., unclass. | c.y. | .30 | 11,357.3 | 3,407.19 | 3,407.19 | - |
| 4. General excav., unclass. | c.y. | .44 | 27,113.7 | 11,930.03 | 11,930.03 | - |
| 5. Short overhaul | yd.sta. | .015 | 122,557.6 | 1,838.36 | 1,821.31 | 17.05 |
| 6. Long overhaul | C-yd.sta. | .40 | 2,044.57 | 817.83 | 846.38 | -28.55 |
| 7. Finishing roadbed and slopes | mile | 500.00 | 4.74 | 2,370.00 | 2,370.00 | - |
| 9. 24" corr. metal pipe | l.f. | 9.00 | 8 | 72.00 | 72.00 | - |
| 11. 8" concrete drain pipe | l.f. | 1.25 | 36 | 45.00 | 45.00 | - |
| 12. 12" concrete pipe | l.f. | 2.00 | 1,134 | 2,268.00 | 2,268.00 | - |
| 13. 18" concrete pipe | l.f. | 3.50 | 141 | 493.50 | 493.50 | - |
| 14. 24" concrete pipe | l.f. | 4.50 | 66 | 297.00 | 297.00 | - |
| 15. 36" concrete pipe | l.f. | 10.00 | 40 | 400.00 | 400.00 | - |
| 16. Quarry-run rock base grid rolled | c.y. | 1.42 | 6,195.2 | 8,797.18 | 8,797.18 | - |
| 17. Hauling and placing 3/4"-0 material in base | c.y. | 1.62 | 5,665 | 9,177.30 | 9,177.30 | - |
| 18. Sprinkling | M/gal | 2.50 | 1,573 | 3,932.50 | 3,932.50 | - |
| 19. Preparation of base | mile | 200.00 | 4.74 | 948.00 | 948.00 | - |
| 20. Haul.& plac. 3/4"-0 mat'l.in binder crs. | c.y. | 2.70 | 540 | 1,458.00 | 1,458.00 | - |
| 21. Hauling and placing aggregates | c.y. | 2.75 | 2,795 | 7,686.25 | 7,686.25 | - |
| 22. RC-3 asphalt | ton | 47.00 | 89.69 | 4,215.43 | 4,215.43 | - |
| 23. 120-150 asphalt | ton | 45.00 | 199.18 | 8,963.10 | 8,963.10 | - |
| 24. RS-1 asphalt | ton | 46.00 | 58.18 | 2,676.28 | 2,676.28 | - |
| FA#1 Quarry-run base rock | c.y. | 1.42 | 12,725 | 18,069.50 | 18,069.50 | - |
| Force Account |  |  |  | 1,079.02 | 922.53 | 156.49 |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
| Totals |  |  |  | 93,923.35 | 93,765.31 | 158.04 |
| 0 % Retained |  |  |  | - | 2,812.96 | 2,812.96 |
| Total Payments |  |  |  | 93,923.35 | 90,952.35 | 2,971.00 |

Audited and approved by
To 6/23/58
Period covered
Cont. 5032 - Est. 7 Final
Items

To be paid contractors, this estimate, $ 2,971.00

Computed by M. Hicks Checked by

Engineer Vernon E. Small

Previous Voucher No. 15496

State Printing

FAS 102 County Hood River Contract No. [illegible]

Section 57-C-1 [illegible]

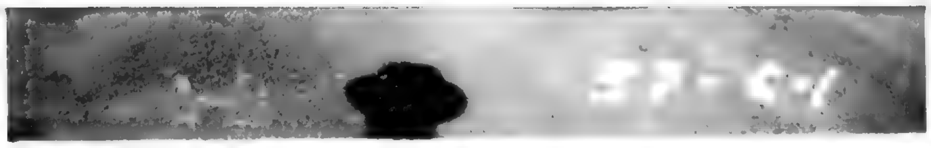
Location [illegible]

57-C-1 [illegible]

[illegible]

59-C-2

59-C-1



57-C-1

57-C-2

FAS_

Secti

Lo

—

[illegible] 1958

[illegible] 2

FAS 7

Secti [illegible]

Locat 0.245 m [illegible]

1958

**FAS** 7

**Sect**

**Loca**

[illegible] FAS 702

[illegible] 2

Hood River [illegible] FAS 702

0 245 mi from W [illegible] N.

---

Hood River [illegible]

[illegible] W.

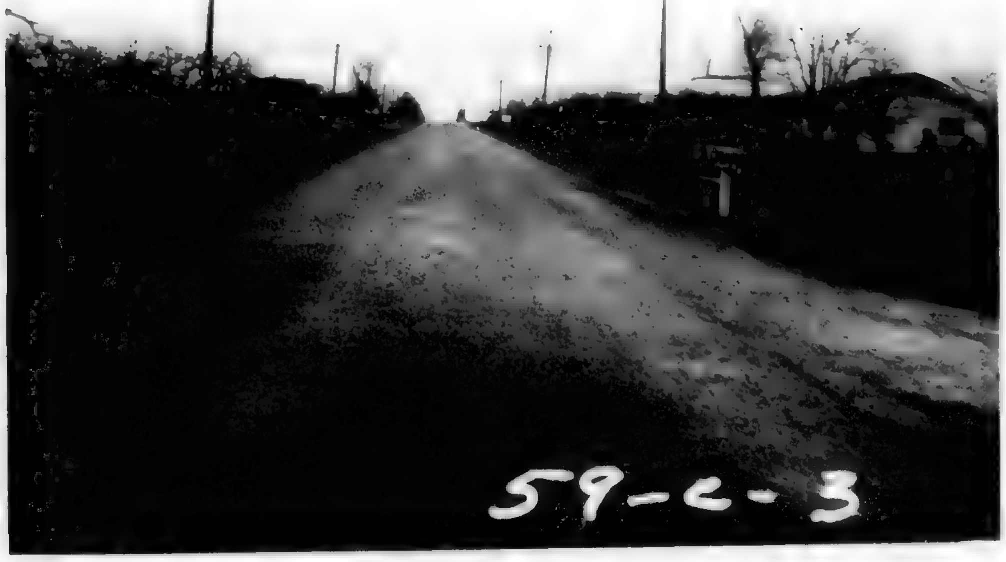
1957 & 1958

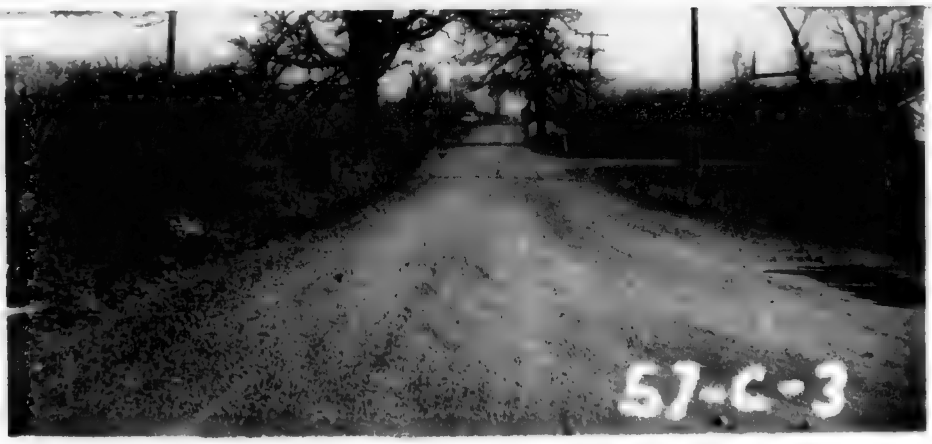
**FAS** 701 **County** Hood River **Contract No.** [illegible]

**Section** 57-C-3

**Location** M.P. 1.00 looking N.

12-18-58





[illegible] FAS 701

[illegible] 100 [illegible]

[illegible] FAS 701

[illegible]

RECEIVED
SEP 16 1958
FOR FILING

S 354(1)-S 357(1)

7

OREGON STATE HIGHWAY DEPARTMENT

September 12, 1958
(date)

| | | |
|---|---|---|
| (CONTRACT NO.) 5032 | (EST. NO.) | (CONTRACT0R) |
| 5032 | 7 Final | Rex C. Ayers Construction Co. and Silver Falls Trucking & Const. Co. |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) (DATE) |
| 20829 | H222734 | $ 2,971.00 9-12-58 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion date: 80 workdays from 10-25-57

Time Extensions: None

Completion Date: June 25, 1958

Date Accepted: July 31, 1958

Penalties: None of record

Claims: None of record

Remarks:

---

Date: Sept. 12, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: SEP 12 1958
GRW

NOTED ON CARD
CW

RECEIVED

FOR FILING

5032

Sept. 2, 1958

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 5032 for grading and oiling on the Hood River County Roads, FAS Route Nos. 662,701, 702 and 703, in Hood River County was completed by the contractor, Rex C. Ayers Construction Co. and Silver Falls Trucking and Construction Co., on June 25, 1958, and was formally accepted by the Highway Commission on July 31, 1958.

Final payment in the amount of $2,971.00 will be released to the contractor on or after Sept. 12, 1958. The total contract amount is $93,923.35, of which amount $1,079.02 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc: Bourland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

NOTED ON CARD

2M

Form E-1—10M

S-354(1)-
S 357(1)
5032

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 28, 1958

|  |  |
|---|---|
| Section Hood River County Roads | Kind of work Grading & Oiling |
| FAS Rte. Highway 662,701,702,703 County Hood River | Section prefix 514-1038 |
| Contractor Silver Falls & R.C. Ayers Cons't Co's. | Contract number 5032 |
| Date of contract Sept. 12, 1957 | Specified work days 80 |
| Date work started Oct. 28, 1957 | Work days used 67 |
| Project authorization $ 105,734.25<br>Exclusive of engineering $ 98,215.37 | Per cent of time elapsed 83.75 % |

Estimated cost of completed project, exclusive of engineering $ 94,490.00

Estimated per cent overrun or underrun - 4.2 %

Per cent of contract completed, based on total contract price 99.2 %

Engineering authorization $ 7,518.88

Engineering cost to date $ 7,330.00, 97.5 %

Date project was completed June 25, 1958 19

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Compton oiled Monday, rained out Tuesday, completed oiling Wednesday and moved out.

Compton made arrangements with the County Roadmaster to do any necessary brooming.

I am submitting the monthly estimate this week, and will submit the Semi-final within 30 days.

Dean Swift was over the job Tuesday.

This is the final weekly report.

CONSTRUCTION DIVISION
RECEIVED
JUN 30 1958
NOTED CE AE ACE CCE

Noted
M. N. Juve

Signed Vernon E. Shull

Address Box 420, The Dalles, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 4.52 | 4.52 | | 4.52 | |
| Miles partially completed | 4.52 | 4.52 | | 4.52 | |
| Miles completed | 4.52 | 4.52 | | 4.52 | |
| Total estimated quantities (contract) | 41,400 | 28,040 | | 350 | |
| Total quantities corrected to date | 38,471 | 24,585 | | 347.05 | |
| Estimated quantities moved or placed to date | 38,471 | 24,585 | | 347.05 | |
| Average daily quantities | 0 | 0 | | 50 | |
| Average daily quantities necessary to complete project on time | 0 | 0 | | 0 | |
| Number shifts per day | 0 | 0 | | 1 ( 2 days only) | |
| Hours per shift | 0 | 0 | | 9 | |
| Average force on project for week | 0 | 0 | | 24 | |
| Men | | | | 13 | |
| Supervision | | | | 1 | |
| Men and trucks under 3 tons | | | | | |
| Men and trucks over 3 tons | | | | 10 | |
| Men and tractors | | | | | |

Equipment used during week: Shovels ........., Power graders 2, Rollers 2, Mixers ........., Crushing or screening plants .........

Compressors ........., Bulldozers ........., Compaction rollers , 1 scoop, 1 water truck, 1 distributor.

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | cloudy | 0 | |
| Tuesday | rain | 100% | rain |
| Wednesday | cloudy | 0 | (Completed Contract) |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

Contract 5032

RECEIVED
MAR 6 - 1958
FOR FILING

Monthly Transaction No. 3-18

Project Report No. 3

5032

Form (5-29-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

## FEDERAL-AID PROJECT AGREEMENT

3-4-58

State: Oregon

County: Hood River

Project No. S-354(1)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
**Neal Creek Road Section of FAS Route 701 from junction FAS-115 south (a county road).**

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | | |
| Rights-of-Way | | |
| Construction | 8/12/57 | 1.1 |
| Other *(Specify)* | | |

FUNDS

| | |
|---|---|
| Estimated total cost of project $ 23,633.55 | Federal funds $ 14,600.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY COMMISSION**
(Official name of Highway Department)

By Chas H Reynolds
**Chairman, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C F Polk
Division Engineer

Date executed by Division Engineer March 4, 1958

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11169

# PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Neal Creek Road Section
FAS Route 701
Hood River County

NATURE OF WORK:

Grade, Surface and Oiling

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5032
5032 Silver Falls Trucking & Constr. Co. & 9-12-57
Rex C. Ayers Const.

DATE OF COMPLETION: 80 Workdays from 10-25-57

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. S-354(1)

## NEAL CREEK ROAD SECTION OF FAS ROUTE 701

## IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 31, 1957

Type Code 5231
Roadway (Sta. 0+20 to Sta. 55+76)(Contract No. 5032)

| | | | |
|---|---|---|---|
| Clearing and Grubbing | All Required (30%) | $ | $ 750.00 |
| Drainage Excavation, Unclassified | 70 cu. yds. | 3.00 | 210.00 |
| General Excavation, Unclassified | 6,800 cu. yds. | 0.44 | 2,992.00 |
| Short Overhaul | 19,970 yd. sta. | 0.015 | 299.55 |
| Long Overhaul | 230 C-yd.sta. | 0.40 | 92.00 |
| Finishing Roadbed and Slopes | 1.05 miles | 500.00 | 525.00 |
| 12-inch Concrete Pipe | 170 lin. ft. | 2.00 | 340.00 |
| 18-inch Concrete Pipe | 210 lin. ft. | 3.50 | 735.00 |
| Quarry-run Rock Base Grid Rolled | 4,970 cu. yds. | 1.42 | 7,057.40 |
| Hauling and Placing 3/4" - 0 Material in Base | 1,130 cu. yds. | 1.62 | 1,830.60 |
| Sprinkling | 220 M-gals. | 2.50 | 550.00 |
| Preparation of Base | 1.05 miles | 200.00 | 210.00 |
| Hauling and Placing 3/4" - 0 Material in Binder Course | 130 cu. yds. | 2.70 | 351.00 |
| Hauling and Placing Aggregates | 650 cu. yds. | 2.75 | 1,787.50 |
| RC-3 Asphalt | 20 tons | 47.00 | 940.00 |
| 120-151 Asphalt | 45 tons | 45.00 | 2,025.00 |
| RS-1 Asphalt | 15 tons | 46.00 | 690.00 |
| | | | $ 21,385.05 |
| Flagging (57½% of Contractor's Cost) | All Required | | 100.00 |
| | Subtotal | | $ 21,485.05 |
| | 10% Engr. & Cont. | | 2,148.50 |
| | Total | | $ 23,633.55 |

Length of Roadway - - - - - - - - 1.052 Miles
Cost of Roadway Per Mile- - - - $22,465.35

Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - - - $ 14,600.00
State Funds - - - - - - - - - - - - - - - - - - - - - - - - - - 4,516.75
County Funds- - - - - - - - - - - - - - - - - - - - - - - - - - 4,516.80
$ 23,633.55

State Funds for Const.: Chap. 175, Laws 1917; Chap. 39, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

**Note:** Necessary funds have been deposited by Hood River County with the Highway Department.

5032

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| | | |
|---|---|---|
| Monthly Transaction No.<br>3-17 | Form (5-29-57) U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | Oregon |
| Project Report No.<br>3 | FEDERAL-AID PROJECT AGREEMENT<br>3-4-58 | County Hood River |
| | | Project No. S-355(1) |

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

**Glass Road Section of FAS Route 702 (a county road).**

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | | |
| Rights-of-Way | | |
| Construction | 8/12/57 | 0.6 |
| Other *(Specify)* | | |

**FUNDS**

| | |
|---|---|
| Estimated total cost of project $ 15,235.77 | Federal funds $ 9,400.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY COMMISSION**
(Official name of Highway Department)

By Chas H Reynolds
**Chairman, State Highway Commission**
(title)

By ______________________
**Member, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C H Polk
Division Engineer

Date executed by Division Engineer March 4, 1958

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11169

# PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Glass Road Section
FAS Route 702
Hood River County

NATURE OF WORK:

Grade, Surface and Oiling

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:
5032 Silver Falls Trucking & Constr. Co. &
Rex C. Ayers Constr. Co, 9-12-57

DATE OF COMPLETION: 80 Workdays from 10-25-57

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. S-355(1)

## GLASS ROAD SECTION OF FAS ROUTE 702

## IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 31, 1957

Type Code 5231
Roadway (Sta. 0+10 to Sta. 30+00)(Contract No. 5032)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required (10%) | | $ 250.00 |
| Drainage Excavation, Unclassified | 20 | cu. yds. | 3.00 | 60.00 |
| Special Borrow Excavation, Unclassified | 9,200 | cu. yds. | 0.30 | 2,760.00 |
| General Excavation, Unclassified | 2,300 | cu. yds. | 0.44 | 1,012.00 |
| Short Overhaul | 55,100 | yd. sta. | 0.015 | 826.50 |
| Long Overhaul | 760 | C-yd.sta. | 0.40 | 304.00 |
| Finishing Roadbed and Slopes | 0.57 | mile | 500.00 | 285.00 |
| 12-inch Concrete Pipe | 160 | lin. ft. | 2.00 | 320.00 |
| Quarry-run Rock Base, Grid Rolled | 2,520 | cu. yds. | 1.42 | 3,578.40 |
| Hauling and Placing 3/4" - 0 Material in Base | 590 | cu. yds. | 1.62 | 955.80 |
| Sprinkling | 110 | M-gals. | 2.50 | 275.00 |
| Preparation of Base | 0.57 | mile | 200.00 | 114.00 |
| Hauling and Placing 3/4" - 0 Material in Binder Course | 60 | cu. yds. | 2.70 | 162.00 |
| Hauling and Placing Aggregates | 340 | cu. yds. | 2.75 | 935.00 |
| RC-3 Asphalt | 10 | tons | 47.00 | 470.00 |
| 120-150 Asphalt | 25 | tons | 45.00 | 1,125.00 |
| RS-1 Asphalt | 8 | tons | 46.00 | 368.00 |
| | | | | $ 13,800.70 |
| Flagging (57½% of Contractor's Cost) | All | Required | | 50.00 |
| | | Subtotal | | $ 13,850.70 |
| | | 10% Engr. & Cont. | | 1,385.07 |
| | | Total | | $ 15,235.77 |

Length of Roadway - - - - - - - - - - 0.573 Mile
Cost of Roadway Per Mile- - - - - $26,589.47

| | |
|---|---|
| Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - | $ 9,400.00 |
| State Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 2,917.85 |
| County Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - | 2,917.92 |
| | $ 15,235.77 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Hood River County with the Highway Department.

F. [illegible] 5032

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Monthly Transaction No. 3-16

Project Report No.
3 -
5032

For
(5-29-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

## FEDERAL-AID PROJECT AGREEMENT

3-4-58

**Oregon**

County **Hood River**

Project No. **S-356(1)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
**Central Vale Road Section, approx. 0.9 mile west to junction with FAS 661 (a county road).**

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | | |
| Rights-of-Way | | |
| Construction | 8/12/57 | 0.9 |
| Other *(Specify)* | | |

FUNDS

| | |
|---|---|
| Estimated total cost of project $ 22,190.35 | Federal funds $ 13,700.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(title)

By
Member, State Highway Commission
(title)

By M R Chessman
Member, State Highway Commission
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. F. Polk
Division Engineer

Date executed by Division Engineer March 4, 1958

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11169

# PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Central Vale School Section
FAS Route 303
Hood River County

NATURE OF WORK:

Grade, Surface and Oiling

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5032 Silver Falls Trucking & Constr. Co. &
5032 Rex C. Ayers Constr. Co. 9-12-57

DATE OF COMPLETION: 80 Workdays from 10-25-57

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. S-356(1)

## CENTRAL VALE SCHOOL SECTION OF F.A.S.

## ROUTE 703 IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 31, 1957

Type Code 5231
Roadway (Sta. 0+80 to 46+40)(Contract No. 5032)

| | | | |
|---|---|---|---|
| Clearing and Grubbing | All Required (20%) | | $ 500.00 |
| Drainage Excavation, Unclassified | 75 cu. yds. | $3.00 | 225.00 |
| General Excavation, Unclassified | 10,200 cu. yds. | 0.44 | 4,488.00 |
| Short Overhaul | 19,420 yd. sta. | 0.015 | 291.30 |
| Long Overhaul | 85 C-yd. sta. | 0.40 | 34.00 |
| Finishing Roadbed and Slopes | 0.90 mile | 500.00 | 450.00 |
| 12 Inch Corrugated Metal Pipe | 24 lin. ft. | 4.00 | 96.00 |
| 24 Inch Corrugated Metal Pipe | 10 lin. ft. | 9.00 | 90.00 |
| 8 Inch Metal Drain Pipe | 10 lin. ft. | 2.50 | 25.00 |
| 12 Inch Concrete Pipe | 460 lin. ft. | 2.00 | 920.00 |
| 18 Inch Concrete Pipe | 40 lin. ft. | 3.50 | 140.00 |
| Quarry-run Rock Base Grid Rolled | 3,960 cu. yds. | 1.42 | 5,623.20 |
| Hauling and Placing 3/4" - 0 Material in Base | 940 cu. yds. | 1.62 | 1,522.80 |
| Sprinkling | 180 M-gal. | 2.50 | 450.00 |
| Preparation of Base | 0.90 mile | 200.00 | 180.00 |
| Hauling and Placing 3/4" - 0 Material in Binder Course | 110 cu. yds. | 2.70 | 297.00 |
| Hauling and Placing Aggregates | 545 cu. yds | 2.75 | 1,498.75 |
| RC-3 Asphalt | 20 tons | 47.00 | 940.00 |
| 120-150 Asphalt | 40 tons | 45.00 | 1,800.00 |
| RS-1 Asphalt | 12 tons | 46.00 | 552.00 |
| | | | $20,123.05 |
| Flagging (57½% of Contractor's Cost) | All Required | | 50.00 |
| | Subtotal | | $20,173.05 |
| | 10% Engr. & Cont. | | 2,017.30 |
| | Total | | $22,190.35 |

Length of Roadway 0.894 Mile
Cost of Roadway Per Mile $24,821.42

| | |
|---|---|
| Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | $13,700.00 |
| State Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 4,245.15 |
| County Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 4,245.20 |
| | $22,190.35 |

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

Note: Necessary funds have been deposited by Hood River County with the Highway Department.

Contract 5032

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FOR FILING

| | | |
|---|---|---|
| Monthly Transaction No.<br>3-15 | Form (5-29-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS | Oregon |
| Project Report No.<br>3 | **FEDERAL-AID PROJECT AGREEMENT**<br>3-4-58 | County<br>**Hood River** |
| | | Project No.<br>**S-357(1)** |

5032

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

**Parkdale Road Section of FAS Rte. 662 (Jct. FAS 662 (Spur) with FAS 356 southerly to approx. 0.7 mile west of Jct. FAS 356)(a county road).**

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | | |
| Rights-of-Way | | |
| Construction | 8/12/57 | 2.0 |
| Other *(Specify)* | | |

**FUNDS**

| | |
|---|---|
| Estimated total cost of project<br>$ 42,324.92 | Federal funds<br>$ 26,200.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY COMMISSION**
(Official name of Highway Department)

By Chas H Reynolds
**Chairman, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C H Polk
Division Engineer

Date executed by Division Engineer **March 4, 1958**

RECOMMENDED FOR APPROVAL
STATE HIGHWAY ENGINEER

USComm-DC 11169

# PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Parkdale Road Section
F.A.S. Route 662
Hood River County

NATURE OF WORK:

Grade, Surfacing and Oiling

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5032
5032 Silver Falls Trucking & Constr. Co. &
Rex C. Ayers Constr. Co. 9-12-57

DATE OF COMPLETION: 80 Workdays from 10-25-57

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. S-357(1)

## PARKDALE ROAD SECTION OF FAS ROUTE 662

## IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 31, 1957

Type Code 5231
Roadway (Sta. 0+10 to Sta. 105+60)(Contract No. 5032)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required (40%) | | $ 1,000.00 |
| Drainage Excavation, Unclassified | 135 | cu. yds. | $3.00 | 405.00 |
| General Excavation, Unclassified | 12,900 | cu. yds. | 0.44 | 5,676.00 |
| Short Overhaul | 27,110 | yd. sta. | 0.015 | 406.65 |
| Long Overhaul | 355 | C-yd.sta. | 0.40 | 142.00 |
| Finishing Roadbed and Slopes | 2.00 | miles | 500.00 | 1,000.00 |
| 12-inch Corrugated Metal Pipe | 8 | lin. ft. | 4.00 | 32.00 |
| 6-inch Concrete Drain Pipe | 40 | lin. ft. | 1.25 | 50.00 |
| 12-inch Concrete Pipe | 370 | lin. ft. | 2.00 | 740.00 |
| 18-inch Concrete Pipe | 110 | lin. ft. | 3.50 | 385.00 |
| 24-inch Concrete Pipe | 20 | lin. ft. | 4.50 | 90.00 |
| 36-inch Concrete Pipe | 50 | lin. ft. | 10.00 | 500.00 |
| Quarry-run Rock Base, Grid Rolled | 8,650 | cu. yds. | 1.42 | 12,283.00 |
| Hauling and Placing 3/4" - 0 Material in Base | 1,990 | cu. yds. | 1.62 | 3,223.80 |
| Sprinkling | 390 | M-gals. | 2.50 | 975.00 |
| Preparation of Base | 2.00 | miles | 200.00 | 400.00 |
| Hauling and Placing 3/4" - 0 Material in Binder Course | 250 | cu. yds. | 2.70 | 675.00 |
| Hauling and Placing Aggregates | 1,205 | cu. yds. | 2.75 | 3,313.75 |
| RC-3 Asphalt | 40 | tons | 47.00 | 1,880.00 |
| 120-150 Asphalt | 90 | tons | 45.00 | 4,050.00 |
| RS-1 Asphalt | 25 | tons | 46.00 | 1,150.00 |
| | | | | $ 38,377.20 |
| Flagging (57½% of Contractor's Cost) | All | Required | | 100.00 |
| | Subtotal | | | $ 38,477.20 |
| | 10% Engr. & Cont. | | | 3,847.72 |
| | | Total | | $ 42,324.92 |

Length of Roadway - - - - - - - - - -1.998 Miles
Cost of Roadway Per Mile- - - - - -$21,183.64

| | |
|---|---|
| Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - - - | $ 26,200.00 |
| State Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - | 8,062.45 |
| County Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - | 8,062.47 |
| | $ 42,324.92 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

**Note:** Necessary funds have been deposited by Hood River County with the Highway Department.

**HOOD RIVER COUNTY COURT**

HOOD RIVER, OREGON

ARVO A. HUKARI, COUNTY JUDGE
GEORGE W. KRIEG, COUNTY COMMISSIONER
EARL A. MOORE, COUNTY COMMISSIONER

October 24, 1957

State Highway Commission
Salem
Oregon

Att'n: Mr. John F. Hageman

Dear Mr. Hageman:

Mr. Shull was at our Court meeting yesterday in regard to the stripping of top-soil for Borrow Excavation. The County will pay the State the cost of this job on receiving a bill from the State Highway Commission. The work to be done by Silver Falls Trucking & Construction Co., and Rex C. Ayers. F. A. S. Project 354, 355, 356 and 357.

Also, the County agrees to the crushing arrangement by the Highway Commission contractors as to rock used from the Trout Creek crusher site and the agreement reached by our County Engineer Perkins and Verne Jaarls, sub-contrator.

I am not sure if I was to write your office of the District Office in Bend.

Sincerely yours,

Arvo A. Hukari
Arvo. A. Hukari
County Judge

AAH:bc

cc: Mr. Shull
State Highway Dept.
The Dalles, Oregon

RECEIVED
OCT 24 1957

NOTED
G. SWENSON

RECEIVED
OCT 2 1957
OREGON
STATE HIGHWAY COMMISSION

Form E-[illegible]-6M—10-56

N ED
John [illegible]

RECEIVED
AUG 28 1958
ENGINEER
COUNTY & [illegible]

OREGON STATE HIGHWAY DEPARTMENT

# Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Hood River County Roads
Date: Oct. 14, 1957
Highway: FAS Route Nos. 662, 701, 702 & 703
Contract No.: 5032
County: Hood River
Prefix: 514-1038
Contractor: Silver Falls Trucking & Const Co. & Rex C. Ayers Const. Co.
F. A. Project No.: S-354, 355, 356 & 357 (1)
Address: 7305 N. E. 29th Ave. Portland, Oregon
Order No.: 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Strip topsoil from Special Borrow Excavation site on Unit "A" and haul to swamp area Westerly of the Special Borrow Excavation site, and adjacent to the roadway. The exact place of deposit to be determined by the property owner.

NOTED
Harold C. Ayers

RECEIVED
AUG 28 1958
ENGINEER
COUNTY & [illegible]

Location by station numbers:

Strip topsoil right of station 6+50 to 9+50, Unit "A"

Deposit topsoil right of station 4+50 to 6+00, Unit "A"

Estimate of quantities and cost:

| | | | | | |
|---|---|---|---|---|---|
| 1 HD7 tractor with dozer | 12 hr. @ | $ 8.00 | $ 96.00 | + 15% | $14.40 | $110.40 |
| 1 D8 tractor | 12 hr. @ | 10.10 | 121.20 | + 15% | 18.18 | 139.38 |
| 1 18 CY scraper | 12 hr. @ | 7.60 | 91.20 | + 15% | 13.68 | 104.88 |
| 2 tractor operators | 12 hr. @ | 3.10 | 74.40 | +0.30 hr. | 3.60 | 78.00 |
| | | | 382.80 | | 49.86 | $432.66 |

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Hood River County has agreed to do the work as part of the right-of-way agreement on this property. Hood River County agrees to reimburse this cost 100% upon receiving a bill from the State.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization: $105,734.25

Present estimate of project cost, including $ 432.66 for work under this order: $105,734.25

Expected under-run / over-run amount: $ none

Expected under-run / over-run per cent: none

Space to right of this line is for use of Salem Office

Submitted by: ........ Resident Engineer

Approval Recommended: ........ Construction Engineer or Bridge Engineer

Approval Recommended: ........ Division Engineer

Approved ........ Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing 96279

HOOD RIVER COUNTY COURT

HOOD RIVER, OREGON

ARVO A. HUKARI, COUNTY JUDGE
GEORGE W. KRIEG, COUNTY COMMISSIONER
EARL A. MOORE, COUNTY COMMISSIONER

October 24, 1957

State Highway Commission
[redacted]
Oregon

Att'n: Mr. John F. Hageman

Dear Mr. Hageman:

Mr. Shull was at our Court meeting yesterday in regard to the stripping of top-soil for Borrow Excavation. The County will pay the State the cost of this job on receiving a bill from the State Highway Commission. The work to be done by Silver Falls Trucking & Construction Co., and Rex C. Ayers. F. A. S. Project 354, 355, 356 and 357.

Also, the County agrees to the crushing arrangement by the Highway Commission contractors as to rock [redacted] from the Trout Creek crusher site and the agreement reached by our County Engineer Perkins and Verne Jaarls, sub-contrator.

I am not sure if I was to write your office of the District Office in Bend.

Sincerely yours,

Arvo. A. Hukari
County Judge

AAH:bc

cc: Mr. Shull
State Highway Dept.
The Dalles, Oregon

FORM NO [illegible]

OREGON STATE HIGHWAY DEPARTMENT

**FORCE ACCOUNT STATEMENT**

1. DATE
2. CONTRACT NO. April 30,1958
5032
3. EXTRA WORK ORDER NO. 2

4. NAME AND ADDRESS OF CONTRACTOR
Rex C.Ayers Const. Co. &
Silver Falls Tr. & Const. Co.
Portland,Oregon.

5. DESCRIPTION OF WORK
Strip Pit

| PER ATTACHED | PERIOD COVERED | AMOUNT | TOTALS |
|---|---|---|---|
| 6. LABOR | | | |
| | | $ | |
| 22 Hr. | 4/25-4/30/1958 | $ 89.71 | 89.71 |
| | | $ | |
| | | $ | |
| | | $ | $ |
| 7. EQUIPMENT RENTALS | | | |
| | | $ | |
| 22 Hr. | 4/25-4/30/1958 | $ 335.22 | 335.22 |
| | | $ | |
| | | $ | |
| | | $ | $ |
| 8. MATERIALS AND SUPPLIES | | | |
| | | $ | |
| | | $ | |
| | | $ | |
| | | $ | |
| | | $ | $ |
| 9. TRANSPORTATION, SUBSISTENCE, ETC. | | | |
| | | $ | |
| | | $ | |
| | | $ | |
| | | $ | |
| | | $ | $ |
| | | TOTAL AMOUNT | $ 424.93 |

| | | |
|---|---|---|
| APPROVED—RESIDENT ENGINEER | 10. PREFIX NO. 514-1038 | 11. SIGNATURE Vernon E. Shull |
| APPROVED—DIVISION ENGINEER | 12. SIGNATURE ~~Vernon E. Shull~~ | Dean Swift |

FORM E-308-A
SM

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
—LABOR—

FOR THE PERIOD ENDED April 30th 19 58

1. NAME AND ADDRESS OF CONTRACTOR
Rex C.Ayers Cons.
Silver Falls Tri Con

2. DESCRIPTION OF WORK
[illegible]
[illegible] Strip.Pit

| | NAME OF EMPLOYEE | WORK CLASSIFICATION | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (1) | | | O T<br>S T | | | | | | | | | | | | | | | | | | | | | | |
| (2) | Chas. Jerome | Cat. Operator | O T<br>S T | | | | | | | | | | | | | | | | | | | | | | |
| (3) | | | O T<br>S T | | | | | | | | | | | | | | | | | | | | | | |
| (4) | | | O T<br>S T | | | | | | | | | | | | | | | | | | | | | | |
| (5) | | | O T<br>S T | | | | | | | | | | | | | | | | | | | | | | |
| (6) | | | O T<br>S T | | | | | | | | | | | | | | | | | | | | | | |
| (7) | | | O T<br>S T | | | | | | | | | | | | | | | | | | | | | | |
| (8) | | | O T<br>S T | | | | | | | | | | | | | | | | | | | | | | |
| (9) | | | O T<br>S T | | | | | | | | | | | | | | | | | | | | | | |
| (10) | | | O T<br>S T | | | | | | | | | | | | | | | | | | | | | | |
| (11) | | | O T<br>S T | | | | | | | | | | | | | | | | | | | | | | |
| (12) | | | O T<br>S T | | | | | | | | | | | | | | | | | | | | | | |
| (13) | | | O T<br>S T | | | | | | | | | | | | | | | | | | | | | | |
| (14) | | | O T<br>S T | | | | | | | | | | | | | | | | | | | | | | |
| (15) | | | O T<br>S T | | | | | | | | | | | | | | | | | | | | | | |
| (16) | | | O T<br>S T | | | | | | | | | | | | | | | | | | | | | | |
| (17) | | | O T<br>S T | | | | | | | | | | | | | | | | | | | | | | |
| (18) | | | O T<br>S T | | | | | | | | | | | | | | | | | | | | | | |
| (19) | | | O T<br>S T | | | | | | | | | | | | | | | | | | | | | | |
| (20) | | | O T<br>S T | | | | | | | | | | | | | | | | | | | | | | |

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL

| | | | |
|---|---|---|---|
| 8. F. I. C. A.—SOCIAL SECURITY | | | 3.06% |
| 9. STATE INDUSTRIAL ACCIDENT INSURANCE—BASE RATE | | % | 2.71 |
| 10. LESS REDUCTION RATE | | % | % |
| 11. OREGON UNEMPLOYMENT COMPENSATION | | % | 1.84 |
| 12. ADD FEDERAL UNEMPLOYMENT COMPENSATION | | % | % |
| TOTAL TAXES AND INSURANCE ON PAY ROLL | | | 7.61% |

14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13 [illegible]
15. HEALTH AND WELFARE 22 10 HOURS AT P
16. HEALTH AND WELFARE HOURS AT P
17. TOTAL LABOR, TAXES, INSURANCE, HEALTH AND W
18. CONTRACTOR'S PERCENTAGE ALLOWANCE ( 15
19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FOR ALL

TOTAL AMOUNT DUE CONTRACTOR FOR FLAGMEN WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FOR

ONTR[illegible]OR

Sons [illegible]

[illegible] Strip-Pit

2. DESCRIPTION OF WORK

3. DATE April 30th, 1956

PAGE OF

5. EXTRA [illegible] ORDER NO. 5032

| 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | HOURS | 2 RATE | AMOUNT | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 6 | 8 | 6 |  |  | 22 |  | 3.10 | $ 68.20 | $ 68.20 |

6. TOTAL HOURS 22

7. TOTAL LABOR $ 68.20

3.06 % 14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13) 7.61

2.71 15. HEALTH AND WELFARE 22 HOURS AT 10 PER HOUR = $ 2.20

% 16. HEALTH AND WELFARE HOURS AT PER HOUR = $ $

1.84 17. TOTAL LABOR, TAXES, INSURANCE, HEALTH AND WELFARE $ 78.01

% 18. CONTRACTOR'S PERCENTAGE ALLOWANCE ( 15 % X ITEM 17) FOR FLAGMEN ONLY—ENTER 5%% FOR ALL OTHER LABOR—ENTER 15% $ 11.70

7.61 % 19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FOR ALL LABOR EXCEPT FLAGMEN $ 89.71

EN WILL BE ENTERED IN ITEM 18 TOTAL AMOUNT DUE CONTRACTOR FOR OTHER LABOR WILL BE ENTERED IN ITEM 19.

FORM E-288C
5M

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
**EQUIPMENT RENTAL**

FOR THE PERIOD ENDED April,30th 19 50

1. NAME AND ADDRESS OF CONTRACTOR
Rex C.Ayers Const. Co.
Silver Falls Trucking & Const. Co.
Portland,Oregon

2. DESCRIPTION OF WORK
Strip Pit

| DESCRIPTION OF EQUIPMENT | SIZE OR CAPACITY | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (1) Caterpillar D6 & Dozer | D6 | | | | | | | | | | | | | | | | | | | | | |
| (2) | | | | | | | | | | | | | | | | | | | | | | |
| (3) | | | | | | | | | | | | | | | | | | | | | | |
| (4) | | | | | | | | | | | | | | | | | | | | | | |
| (5) | | | | | | | | | | | | | | | | | | | | | | |
| (6) | | | | | | | | | | | | | | | | | | | | | | |
| (7) | | | | | | | | | | | | | | | | | | | | | | |
| (8) | | | | | | | | | | | | | | | | | | | | | | |
| (9) | | | | | | | | | | | | | | | | | | | | | | |
| (10) | | | | | | | | | | | | | | | | | | | | | | |
| (11) | | | | | | | | | | | | | | | | | | | | | | |
| (12) | | | | | | | | | | | | | | | | | | | | | | |
| (13) | | | | | | | | | | | | | | | | | | | | | | |
| (14) | | | | | | | | | | | | | | | | | | | | | | |
| (15) | | | | | | | | | | | | | | | | | | | | | | |
| (16) | | | | | | | | | | | | | | | | | | | | | | |
| (17) | | | | | | | | | | | | | | | | | | | | | | |
| (18) | | | | | | | | | | | | | | | | | | | | | | |
| (19) | | | | | | | | | | | | | | | | | | | | | | |
| (20) | | | | | | | | | | | | | | | | | | | | | | |
| (21) | | | | | | | | | | | | | | | | | | | | | | |
| (22) | | | | | | | | | | | | | | | | | | | | | | |
| (23) | | | | | | | | | | | | | | | | | | | | | | |
| (24) | | | | | | | | | | | | | | | | | | | | | | |
| 6. TOTAL RENTAL | | | | | | | | | | | | | | | | | | | | | | |

7. CONTRACTOR'S PERCENTAGE

8. TOTAL AMOUNT (ITEM 6 + ITE

RACTOR

nst. Co.

rucking & Const.

2. DESCRIPTION OF WORK

Strip Pit

3. DATE

April 30th, 1958

PAGE OF

4. CONTRACT NO.

5032

5. EXTRA WORK ORDER NO.

2

| 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | HOURS | RATE | AMOUNT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | | | | | | 8 | 8 | 6<br>6 | | 22 | 13.25 | $ 291.50 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | $ 291.50 |

| | |
|---|---|
| 7. CONTRACTOR'S PERCENTAGE ALLOWANACE ( 15 % X (ITEM 6) | $ 43.72 |
| 8. TOTAL AMOUNT (ITEM 6 + ITEM 7) | $ 335.22 |

OREGON STATE HIGHWAY DEPARTMENT

# FORCE ACCOUNT STATEMENT

1. DATE: Nov. 1, 1957
2. CONTRACT NO.: 5032
3. EXTRA WORK ORDER NO.: 2
4. NAME AND ADDRESS OF CONTRACTOR: Silver Falls Trucking & Const. Co. & Rex C. Ayers Const. Co.
5. DESCRIPTION OF WORK: Strip Borrow Pit

| PER ATTACHED INVOICES | PERIOD COVERED | AMOUNT | TOTALS |
|---|---|---|---|
| 6. LABOR | | | |
| Cat Operators | Month ending Oct. 57 | $ 40.09 ~~39.99~~ | |
| | | $ | |
| | | $ | |
| | | $ | |
| | | $ | $ 40.09 ~~39.99~~ |
| 7. EQUIPMENT RENTALS | | | |
| Tractor Rental | | $ 140.30 | |
| | | $ | |
| | | $ | |
| | | $ | |
| | | $ | $ 140.30 |
| 8. MATERIALS AND SUPPLIES | | | |
| | | $ | |
| | | $ | |
| | | $ | |
| | | $ | |
| | | $ | $ |
| 9. TRANSPORTATION, SUBSISTENCE, ETC. | | | |
| | | $ | |
| | | $ | |
| | | $ | |
| | | $ | |
| | | $ | $ |
| | | TOTAL AMOUNT | $ 39 ~~180.29~~ |

| | | |
|---|---|---|
| APPROVED—RESIDENT ENGINEER | 10. PREFIX NO. | 11. SIGNATURE Vernon E. Shull |
| APPROVED—DIVISION ENGINEER | 12. SIGNATURE Dean Swift | |

Silver alls Trucking & Const. Co. &
Rex C. Ayers Const. Co.

7305 N. E. 29th Portland, Oregon

|  |  |  |  |
|---|---|---|---|
| (1) | C. Milam | Cat Operator | O T<br>S T |
| (2) | G. Sogan | Cat Operator | O T<br>S T |
| (3) |  |  | O T<br>S T |
| (4) |  |  | O T<br>S T |
| (5) |  |  | O T<br>S T |
| (6) |  |  | O T<br>S T |
| (7) |  |  | O T<br>S T |
| (8) |  |  | O T<br>S T |
| (9) |  |  | O T<br>S T |
| (10) |  |  | O T<br>S T |
| (11) |  |  | O T<br>S T |
| (12) |  |  | O T<br>S T |
| (13) |  |  | O T<br>S T |
| (14) |  |  | O T<br>S T |
| (15) |  |  | O T<br>S T |
| (16) |  |  | O T<br>S T |
| (17) |  |  | O T<br>S T |
| (18) |  |  | O T<br>S T |
| (19) |  |  | O T<br>S T |
| (20) |  |  | O T<br>S T |

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL

|  |  |  |  |
|---|---|---|---|
| 8 F. I. C. A.—SOCIAL SECURITY |  | 2.80 % | 14. TOTAL TAXES A |
| 9 STATE INDUSTRIAL ACCIDENT INSURANCE—BASE RATE | 3.98 % |  | 15. HEALTH AND W |
| 10 LESS REDUCTION RATE | % | 3.98 % | 16. HEALTH AND W |
| 11. OREGON UNEMPLOYMENT COMPENSATION | % |  | 17. TOTAL LABOR, |
| 12 ADD FEDERAL UNEMPLOYMENT COMPENSATION | % | 3.00 % | 18. CONTRACTOR' |
| 13 TOTAL TAXES AND INSURANCE ON PAY ROLL |  | 9.23 %<br>~~8.96~~ | 19. TOTAL AMOUN |

TOTAL AMOUNT DUE CONTRACTOR FOR FLAGMEN WILL BE ENTERED IN ITEM 18. TOTA

Strip Borrow Pit Nov. 1 1 1

5032

2

| | | | | |
|---|---|---|---|---|
| 8 | 8 | 3.10 | 24.80 | 24.80 |
| 2 | 2 | 3.10 | 6.20 | 6.20 |

| | | | |
|---|---|---|---|
| 6 TOTAL HOURS | 10 | 7 TOTAL LABOR | $ 31.00 |
| ND INSURANCE (ITEM 7 X ITEM 13) | | | $ 86 ~~2.98~~ |
| ELFARE HOURS AT PER HOUR = $ | | | |
| ELFARE HOURS AT PER HOUR = $ | | | $ 1.00 |
| TAXES, INSURANCE, HEALTH AND WELFARE | | | $ 86 ~~34.98~~ |
| PERCENTAGE ALLOWANCE ( 15 % X ITEM 17) | FOR FLAGMEN ONLY—ENTER 57.5%<br>FOR ALL OTHER LABOR--ENTER 15% | | $ 3 ~~5.25~~ |
| DUE (ITEM 17 + ITEM 18) FOR ALL LABOR EXCEPT FLAGMEN | | | $ 40.09 ~~[illegible]~~ |

L AMOUNT DUE CONTRACTOR FOR OTHER LABOR WILL BE ENTERED IN ITEM 19.

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
**EQUIPMENT RENTAL**

1 NAME AND ADDRESS OF CONTRACTOR
Rex C. Ayers Const. Co.
Silver Falls Trucking Const. Co.
7305 N.E. 59 Ave Port.

2 DESCRIPTION OF WORK
Strip Bar

FOR THE PERIOD ENDED Oct. 31 1957

| DESCRIPTION OF EQUIPMENT | SIZE OR CAPACITY | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (1) 1-D.8 Cat. & Dozer | 130 H.P. | | | | | | | | | | | | | | | | | | | | |
| (2) 1-H.D.7 Cat. & Dozer | 62 H.P. | | | | | | | | | | | | | | | | | | | | |
| (3) | | | | | | | | | | | | | | | | | | | | | |
| (4) | | | | | | | | | | | | | | | | | | | | | |
| (5) | | | | | | | | | | | | | | | | | | | | | |
| (6) | | | | | | | | | | | | | | | | | | | | | |
| (7) | | | | | | | | | | | | | | | | | | | | | |
| (8) | | | | | | | | | | | | | | | | | | | | | |
| (9) | | | | | | | | | | | | | | | | | | | | | |
| (10) | | | | | | | | | | | | | | | | | | | | | |
| (11) | | | | | | | | | | | | | | | | | | | | | |
| (12) | | | | | | | | | | | | | | | | | | | | | |
| (13) | | | | | | | | | | | | | | | | | | | | | |
| (14) | | | | | | | | | | | | | | | | | | | | | |
| (15) | | | | | | | | | | | | | | | | | | | | | |
| (16) | | | | | | | | | | | | | | | | | | | | | |
| (17) | | | | | | | | | | | | | | | | | | | | | |
| (18) | | | | | | | | | | | | | | | | | | | | | |
| (19) | | | | | | | | | | | | | | | | | | | | | |
| (20) | | | | | | | | | | | | | | | | | | | | | |
| (21) | | | | | | | | | | | | | | | | | | | | | |
| (22) | | | | | | | | | | | | | | | | | | | | | |
| (23) | | | | | | | | | | | | | | | | | | | | | |
| (24) | | | | | | | | | | | | | | | | | | | | | |
| 6 TOTAL RENTAL | | | | | | | | | | | | | | | | | | | | | |

7. CONTRACTOR'S PERCENTA

8. TOTAL AMOUNT (ITEM 6 +

CONTRACTOR

vers Const. Co.
Trucking Const. Co.
E. 59 - Ave Pass.

2 DESCRIPTION OF WORK

Strip Barrow Pit.

3. DATE

11/1/57

4. CONTRACT NO.

5032

5 EXTRA WORK ORDER NO

2

| 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | HOURS | RATE | AMOUNT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 8 |  |  |  | 8 | 13.25 | $106.00 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 2 |  |  |  |  | 2 | 8.00 | 16.00 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | $122.00 |

| | |
|---|---|
| 7. CONTRACTOR'S PERCENTAGE ALLOWANACE ( 15 % × ITEM 6) | $ 18.30 |
| 8. TOTAL AMOUNT (ITEM 6 + ITEM 7) | $140.30 |

RECEIVED
SEP 16 1957
FOR FILING

[illegible]
[illegible]
[illegible]

September 16, 1957

Rex C. Ayers Construction Company and
Silver Falls Trucking and Construction Company
7305 N. E. 29th -- Route 4
Portland, Oregon

Gentlemen:

The State Highway Commission on September 12, 1957 awarded to you State Highway Contract No. 5032 for the Hood River County Grading and Oiling Project on 4 county roads in Hood River County.

This award was based on your bid of $93,686.00 which was the low bid submitted to the Commission on August 30, 1957 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

# HOOD RIVER COUNTY COURT

ARVO A. HUKARI, COUNTY JUDGE
GEORGE W. KRIEG, COUNTY COMMISSIONER
EARL A. MOORE, COUNTY COMMISSIONER

HOOD RIVER, OREGON

September 11, 1957

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Mr. John F. Hagemann,
Asst. Engr., County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Hagemann:

Hood River County will have no objections to the contractors starting operations on the FAS projects in Hood River County prior to the date set of October 25, 1957.

Also, we will certify that all right of way deeds will be signed by tonight, all parties have agreed to deeding the rights of way but due to a technical error, two deeds are not in today, but will be in order by tonight.

Sincerely yours,

Arvo A Hukari
Arvo A. Hukari,
County Judge

AAH:mg

RECEIVED
SEP 12 1957

NOTED
C. G. SWENSON

RECEIVED
[illegible]

NOTED
JOHN D. GRAHAM

RECEIVED
SEP 21 1957
FOR FILING

[illegible]
[illegible] 2700
[illegible]

file

Salem, Oregon
September 11, 1957

[illegible] #323
[illegible] #174

Mr. C. G. Swenson
County & City Relations Dept.
Office

Attention: Mr. John B. Graham
Office Engr., County & City Relations

Attached hereto for further handling are four certified copies each of four Maintenance Agreements and one conformed copy of a Finance Agreement with Hood River County covering Hood River County Road, FAS 662, 701, 702 and 703.

A fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Hood River County.

Secretary

rn
Attach

FORM 230—50M—2-57—1478

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1957

**SUBJECT:** FAS Project Agreements
Hood River County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the Hood River County Roads Section of FAS 662, 701, 702, and 703. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies each of maintenance agreements covering each of the FAS routes. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on November 8, 1956.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date Aug 09, 1957

AUTHORIZED BY HIGHWAY COMMISSION
DATE 11-8-56 Minute Page 46 + 47
Secretar

Form A-150—10M—7-56

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

# INVOICE
# Oregon State Highway Department
SALEM, OREGON

Hood River County
Hood River, Oregon

Attn: County Court

NOTED
V. [illegible]

Invoice No. 52379

Date September 9, 1957

Your Req. No.

Billing Request No. cc 352

Credit distribution: 514-1038-297

| | |
|---|---|
| Advance Deposit | 21,140.00 |
| Partial transfer county's share total cost Hood River County Roads Section, FAS 662, 701, 702, and 703, covered by agreement dated August, 1957. | 17,140.00 |
| To be retained | $4,000.00 |

NOTED
G. SWENSON

## ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

NOTED
JOHN D. GRAHAM

State Printing 98086

NOTED
V. R JONES

September 5, 1957

NOTED
Harold C. Ayers

Hood River County Court
Courthouse
Hood River, Oregon

NOTED
John F. Hagemann

Gentlemen:

This is to acknowledge receipt of an advance deposit of $21,140 in connection with the Hood River County Roads Section on FAS 662, 701, 702, and 703.

We would also like for our records a letter certifying that all right-of-way required for this project has been obtained so that we may in turn certify as much to the Bureau of Public Roads.

Thank you for your cooperation in this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
JOHN D. GRAHAM

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
Harold C. Ayers

September 3, 1957

Hood River County Court
Courthouse
Hood River, Oregon

NOTED
John F. Hagemann

Gentlemen:

On August ~~29~~30th the Highway Commission received a satisfactory bid from the Rex C. ~~Aires~~ Ayers Construction Company and Silver Falls Trucking & Construction Company of Portland for constructing the Hood River County Roads Section of FAS 662, 701, 702, and 703. As per the agreement between county and state, the following advance deposit is required from the county prior to awarding of a contract:

| | |
|---|---|
| Bid Items | $93,686.00 |
| Additional Anticipated Items | |
| Flagging | 300.00 |
| 12-1/2% Engineering & Contingencies | 11,748.25 |
| Estimated Total Cost.......... | $ 105,734.25 |
| County Advance Deposit of 20%........ | $ 21,140.00 |

Please make this deposit by means of a check or warrant in the amount of $21,140 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be awarded. If received prior to September 11th, the contract award will be made at the regular Highway Commission meeting on September 12 and 13.

I might explain that the engineering shown above covers construction engineering only. The engineering done by the county was part of the preliminary engineering which would have been done by the state at no cost to the county if the county had not elected to do same with county personnel.

Very truly yours,

W. C. Williams
State Highway Engineer

Dep. Rcvd.
9/5/57

NOTED
G. SWENSON

NOTED
JOHN D. GRAHAM

By: John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

**HOOD RIVER COUNTY COURT**

HOOD RIVER, OREGON

ARVO A. HUKARI, COUNTY JUDGE
GEORGE W. KRIEG, COUNTY COMMISSIONER
EARL A. MOORE, COUNTY COMMISSIONER

NOTED

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

August 23, 1957

NOTED
Joh

W. C. Williams, Engineer
State Highway Department
Salem, Oregon

Attention: J. F. Hagemann

Dear Mr. Hagemann:

We are returning signed maintenance agreements and two sets of plans and specifications in connection with the Hood River County Roads FAS projects, numbers 662, 701, 702 and 703.

I am a little unhappy about one feature, and that is the 12½% engineering and contingencies of which we will, under the agreement, pay 20% even though the engineering up to the present time has been done by our own department.

I trust that all agreements have been properly signed and are in order.

Sincerely yours,

Arvo A Hukari

Arvo A. Hukari
County Judge

AAH:di

NOTED
JOHN D. C

RECEIVED
AUG 26 1957
[illegible]

NOTED
C. G. SWENSON

8-23-57

ORGOON PROJECT S-356(1)
FAS 703

# RESOLUTION

WHEREAS, a county road in Hood River County, State of Oregon, known as the Central Vale County Road, is routed through the County of Hood River, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Hood River County, the section adopted for improvement being more particularly described as follows; to wit:

> From FAS 6[illegible] westerly to a county road junction near Central Vale School, a distance of 0.84 mile.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Hood River will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Hood River County, Oregon, that no encroachments will be permitted on the county road known as the Central Vale County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Hood River County, Oregon, this 23 day of August, 1957.

By:

County Judge

County Commissioner George W. Kraig

County Commissioner

ATTEST:

D. E. Imbler
County Clerk

cc-12(1956)

8-23-57

OREGON PROJECT S-355(1)
FAS 702

# RESOLUTION

WHEREAS, a county road in Hood River County, State of Oregon, known as the Glass County Road, is routed through the County of Hood River, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Hood River County, the section adopted for improvement being more particularly described as follows; to wit:

From FAS 115 easterly to FAS 701, a distance of 0.573 mile.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Hood River will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Hood River County, Oregon, that no encroachments will be permitted on the county road known as the Glass County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Hood River County, Oregon, this 23 day of August, 1957.

By:

County Judge

County Commissioner George M. Krieg

County Commissioner

ATTEST:
L. E. Ambler
County Clerk

cc-12(1956)

8-23-57

# RESOLUTION

ORECON PROJECT S-354(1)
FAS 701

WHEREAS, a county road in Hood River County, State of Oregon, known as the Neal Creek County Road, is routed through the County of Hood River, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Hood River County, the section adopted for improvement being more particularly described as follows; to wit:

> From FAS 115 southerly to a county road junction, a distance of 1.052 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Hood River will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Hood River County, Oregon, that no encroachments will be permitted on the county road known as the Neal Creek County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Hood River County, Oregon, this 23 day of August, 1957.

By:

County Judge Wm A Hutson

County Commissioner George W. Krieg

County Commissioner ______________

ATTEST: D E Ambler
County Clerk

12(1956)

9-23-57

FAS 662
OREGON PROJECT S-357(1)

## RESOLUTION

WHEREAS, a county road in Hood River County, State of Oregon, known as the Parkdale County Road, is routed through the County of Hood River, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Hood River County, the section adopted for improvement being more particularly described as follows; to wit:

> From the junction of FAS 662 (spur) with FAS 356, southerly to a county road junction approximately 0.5 mile west of Parkdale, a distance of 1.998 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Hood River will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Hood River County, Oregon, that no encroachments will be permitted on the county road known as the Parkdale County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Hood River County, Oregon, this 23 day of August, 1957.

By:

County Judge Wm A Hukari

County Commissioner George W. King

County Commissioner ____________

ATTEST: D Embler
County Clerk

cc-12(1956)

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
John F. Hagemann

August 16, 1957

Hood River County Court
Courthouse
Hood River, Oregon

Gentlemen:

Enclosed are two copies each of an agreement covering finances, six copies each of four maintenance agreements, six copies each of four encroachment resolutions, and two sets of plans and specifications in connection with the Hood River County Roads FAS projects on FAS 662, 701, 702, and 703 upon which bids will be received August 30th at the Highway Building in Salem.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for these projects, including 12-1/2% for engineering and contingencies, is $128,800; however, the low bids received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential until bids have been opened.

The maintenance agreements and encroachment resolutions are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The sets of plans and specifications are for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of each encroachment resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than August 29th.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

By: John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Encl.

**HOOD RIVER COUNTY COURT**

ARVO A. HUKARI, COUNTY JUDGE
GEORGE W. KRIEG, COUNTY COMMISSIONER
EARL A. MOORE, COUNTY COMMISSIONER

HOOD RIVER, OREGON

August 9, 1957

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

NOTED
John F. Hagemann

Mr. John F. Hagemann,
Assistant Engineer
County and City Relations
State Highway Department
Salem, Oregon

Dear Mr. Hagemann:

Mr. Perkins talked with you on the phone regarding oil rock for the F.A.S. Projects 662, 701, 702 and 703. We have sufficient oil rock in the stock-pile now to do these jobs; that is if they will pass your specifications. I feel that the rock they have been crushing the past two months or so will pass the State specifications. With the changes made in the screens and the feed, a much better result has been attained.

Mr. Perkins will contact Mr. Swift this afternoon and try and get your man to come up and make a test now while we are still crushing oil rock.

I have watched our oiling program closely and feel we have greatly improved material this year, and I think the rock is now acceptable to the State and Federal Engineers. In any case, April 15th would be a date that the rock will be available.

There will be a question as to the base being acceptable to the public using these roads. Also, as you know, our harvest will start first with bartletts about August 20th and will be continuous until late October. Just how construction can be carried on during this period may pose a real problem.

Sincerely,

Arvo A Hukari
Arvo A. Hukari,
County Judge

Rhodes will put in specs.
that work can't start till Oct. 25th.
J.F.H.

NOTED
JOHN D. GRAHAM

AAH:mg

NOTED
[illegible]

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

August 7, 1957

Hon. Arvo A. Hukari
Courthouse
Hood River, Oregon

R JONES

Dear Judge Hukari:

The following quantities of crushed rock of the sizes shown are required in connection with the Hood River County FAS project on FAS Routes 662, 701, 702, and 703:

| | | | |
|---|---|---|---|
| Leveling Course | | | |
| 3/4"-0" | -- | 4650 c.y. | |
| Binder Course | | | |
| 3/4"-0" | -- | 550 c.y. | |
| | | 5200 c.y. | = Total 3/4"-0" |
| Oil Mat Aggregate | | | |
| 1-1/4" - 3/4" | -- | 1240 c.y. | |
| 3/4" - 1/2" | -- | 500 c.y. | |
| 1/2" - 1/4" | -- | 500 c.y. | |
| 1/4" - #10 | -- | 500 c.y. | |
| | | 2740 c.y. | = Total Oil Aggregate |

Ten per cent has been added to the net quantities for the leveling and binder course aggregate and 5% to the oil aggregates; however, it would be well to stockpile a little more than shown above for each size in order to allow for loss in handling.

It is our present plan to accept bids on this work on August 29th. The estimated total cost for the project is $129,000. Please treat this estimate as confidential until after bids have been received.

It would be appreciated if you would advise this office of the approximate date you expect to have the aggregates crushed and available for use by the contractor.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

By: John F. Hagemann
Asst. Engr., County and City Relations

[redacted]
cc: M. C. Perkins, County Engineer

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
7/19/57

FAS 662, Hood River County

TERMINI: From the junction of FAS 662 (spur) with FAS 356 southerly to a county road junction approximately 0.7 mile west of the junction in Parkdale of FAS 662 with FAS 356. (Parkdale Road Section).

PROPOSED WORK: Grade and drain. Two-lane intermediate type surfacing.

PROJECT LENGTH: 1.10 miles

| COSTS | TOTAL | FEDERAL | STATE | OTHER |
|---|---|---|---|---|
| CONSTRUCTION | $40,000 | $24,000 | $8,000 | $8,000 (Co.) |

EXISTING FACILITY: 16' to 22' wide light gravel surface, roadway 22' to 24' wide. No substandard existing grade or alignment.

ADJACENT SECTIONS
    NORTH END: Jct. with FAS 356.
    SOUTH END: 19' wide oil mat wearing surface, 1-1/2' shoulders.

PROJECT DATA:
    ROADWAY: Grade and drain with minor improvements in grade, place base material, and construct a type O-11 oil mat wearing surface 20' in width with 2' shoulders.

    STRUCTURES: None

ROW WIDTH: 60' minimum
MINIMUM DESIGN STANDARDS: No exceptions
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required
UNUSUAL OR COMPLICATED SITUATION: None

FAS Route 662 serves a highly developed irrigated orchard area. It is a school bus and mail route.

NOTED
C. G. SWENSON

JFH:mm

NOTED
Harold C. Ayers

[illegible]

NOTED
[illegible]

MEMO TO J. W. NASH
7/19/57

FAS 701, Hood River County

TERMINI: From FAS 115 approximately 5 miles south of the city of Hood River, southerly 1.05 miles. (Neal Creek Road Section).

PROPOSED WORK: Grade and drain. Two-lane intermediate type surfacing.

PROJECT LENGTH: 1.05 miles

| COSTS | TOTAL | FEDERAL | STATE | OTHER |
|---|---|---|---|---|
| CONSTRUCTION | $39,000 | $23,400 | $7,800 | $7,800 (Co.) |

EXISTING FACILITY: 22' wide light gravel wearing surface. Road follows ground line and is generally on tangent except at south end where road intersection creates right angle turn with FAS route extending south to road intersection and then east.

ADJACENT SECTIONS:
NORTH END: Junction with FAS 115
SOUTH END: 24' gravel wearing surface on 28' roadway.

PROJECT DATA:
ROADWAY: Grade and drain with minor improvements in grade, place base material, and construct a type O-11 oil mat wearing surface 20' in width with 2' shoulders.

STRUCTURE: None

ROW WIDTH: 60' minimum

MINIMUM DESIGN STANDARDS: Exception at south end of project where existing road intersection will remain unchanged with FAS route following north and east leg of four-way intersection. Any attempt to consider only FAS route and put in a standard curve would disrupt irrigation lines and damage adjacent orchards as well as create a problem for the intersecting county roads. No substandard design on balance of route.

ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required

UNUSUAL OR COMPLICATED CONDITION: Covered under "Minimum Design Standards."

FAS 701 serves a highly developed, irrigated orchard area and is a school bus and mail route.

NOTED
C. G. SWENSON

JFH:mm

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
7/19/57

FAS 702, Hood River County

TERMINI: From FAS 115 easterly to FAS 701. (Glass Road Section)

PROPOSED WORK: Grade and drain. Two-lane intermediate type surfacing.

PROJECT LENGTH: 0.57 mile

| COSTS | TOTAL | FEDERAL | STATE | OTHER |
|---|---|---|---|---|
| CONSTRUCTION | $21,000 | $12,600 | $4,200 | $4,200 (Co.) |

EXISTING FACILITY: 20' light gravel surface with 22' to 24' roadway. No substandard existing grade or alignment.

ADJACENT SECTION: Project covers entire FAS route.

PROJECT DATA:

ROADWAY: Grade and drain with minor improvements in grade and alignment, place base material, and construct oil mat wearing surface 20' in width with 2' shoulders.

STRUCTURE: None

ROW WIDTH: 40' minimum
MINIMUM DESIGN STANDARDS: No exception
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required
UNUSUAL OR COMPLICATED SITUATION: None

FAS route 702 serves a section of the highly developed, irrigated Hood River Valley orchard lands and is a school bus and mail route.

JFH:mm

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
7/19/57
FAS 703, Hood River County
TERMINI: From FAS 661, westerly 0.89 mile to a county road junction near Central Vale School. (Central Vale Road Section).

PROPOSED WORK: Grade and drain. Two-lane intermediate type surfacing.

PROJECT LENGTH: 0.89 mile

| COSTS | TOTAL | FEDERAL | STATE | OTHER |
|---|---|---|---|---|
| CONSTRUCTION: | $33,000 | $19,800 | $6,600 | $6,600 (Co.) |

EXISTING FACILITY: 18' wide light gravel surface on 22' roadway. No substandard grade or alignment.

ADJACENT SECTIONS:
  WEST END: 12' light gravel wearing surface on 20' roadway.
  EAST END: Junction FAS 661.

PROJECT DATA:
  ROADWAY: Grade and drain with minor improvements in grade, place base material, and construct a type 0-11 oil mat wearing surface 20' in width with 2' shoulders.

ROW WIDTH: 50' minimum
MINIMUM DESIGN STANDARDS: No exception
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required.
UNUSUAL OR COMPLICATED SITUATION: None

FAS Route 703 serves a highly developed irrigated orchard land area and is a school bus and mail route. It gives direct access to the Central Vale public school.

JFH:mm

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
July 17, 1957

Hood River County FAS Project
FAS 602, 701, 702, and 703

Mr. Tom Edwards
OFFICE

NOTED
John F. Hagemann

Upon receipt of the field data for the subject named project the County Court was contacted and the following adjustments requested by the C. in order to insure that the project costs will be within the FAS funds of $133,000 available to the county:

(1) Eliminate the Wy-East Drive section (0.08 mile) from the FAS project. The county will construct this section with county forces.

(2) The county will furnish the crushed material for the leveling course, the binder course, and the oil aggregate at no cost to the contractor. The field specifications are already written on this basis.

I am returning the field data intact as submitted by the division office. The plan and profile sheets (2 sheets) for Wy-East Drive marked with a red X in the upper right hand corner are included in the event you wish to use them in reducing total quantities for the FAS project. Please return these two sheets to this office when you are through with them so that we can forward them to the county. The county made the surveys at county expense.

As soon as possible the county should be advised of the quantities of crushed material by sizes that will be required for the FAS project. It is suggested this information be furnished this office for transmittal to the county and we will at that time find out the approximate date this material will be available in stockpile.

The county would like to have bids accepted for this project not later than the September bid letting and, if possible, provisions made for completion of the grading and bottom course base this year on as much of the project as possible so that it can go through one winter before oiling.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att.

cc: V. G. O'Neil
Frank Hall
Dean Swift

NOTED
C. G. SWENSON

1957.

**FAS** 703 **County** Hood River **Contract No.** [illegible]

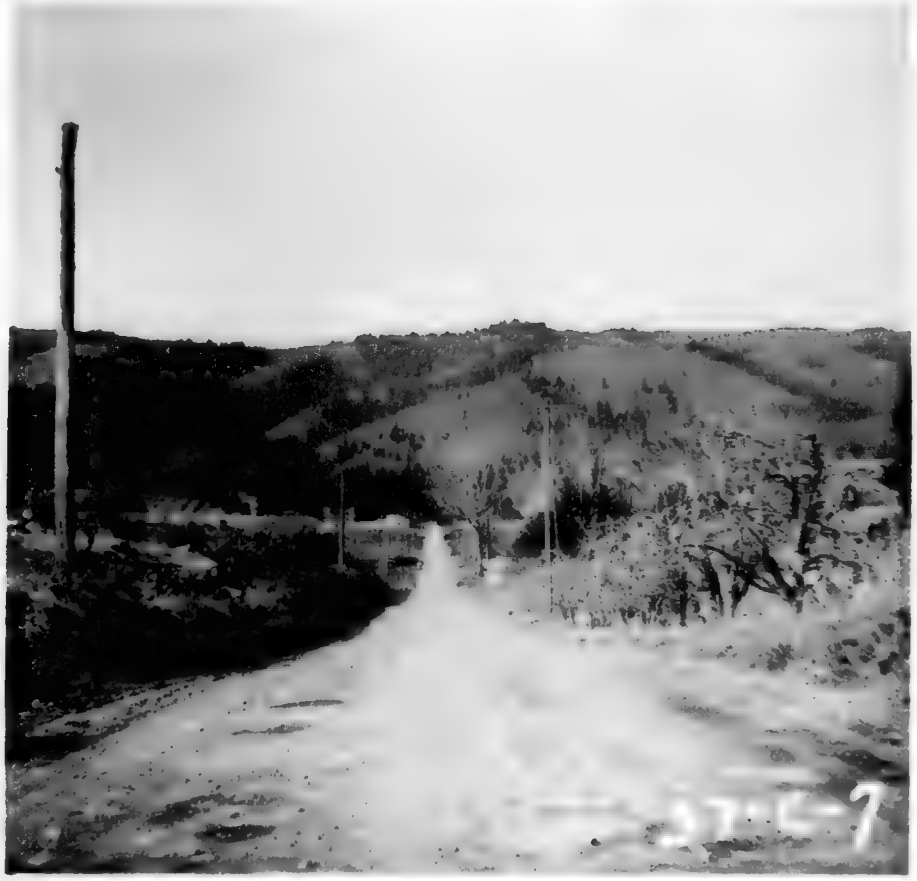
**Section**

**Location** 57-C-4 } 0.11 mi. From N. End look.. N

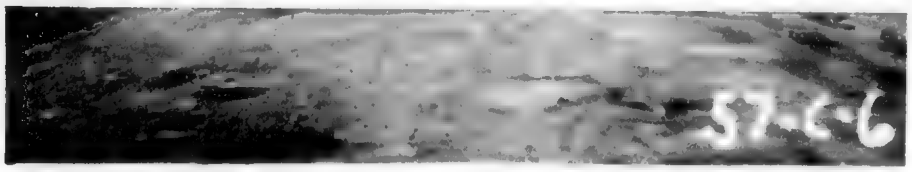
57-C-5 } [illegible] f N End look.. N

57-C-6+7 } [illegible] look.. N.

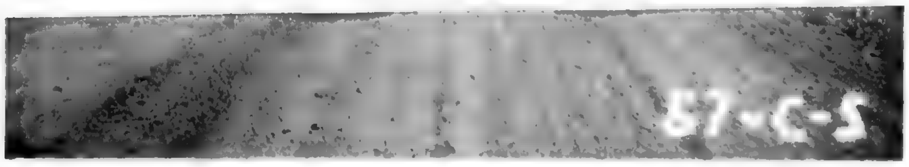
[illegible]



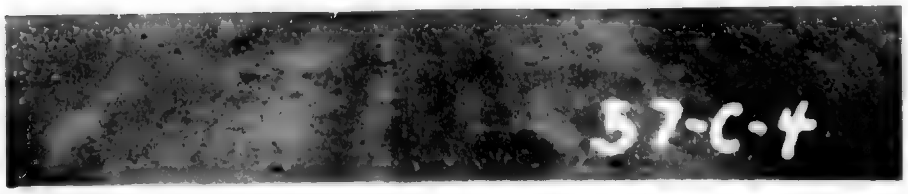
57-C-7



57-C-6



57-C-5



57-C-4

1957 -

FAS_ C-3

Sect:

Locat

57-C-6

57-C-5

57-C-4

1957

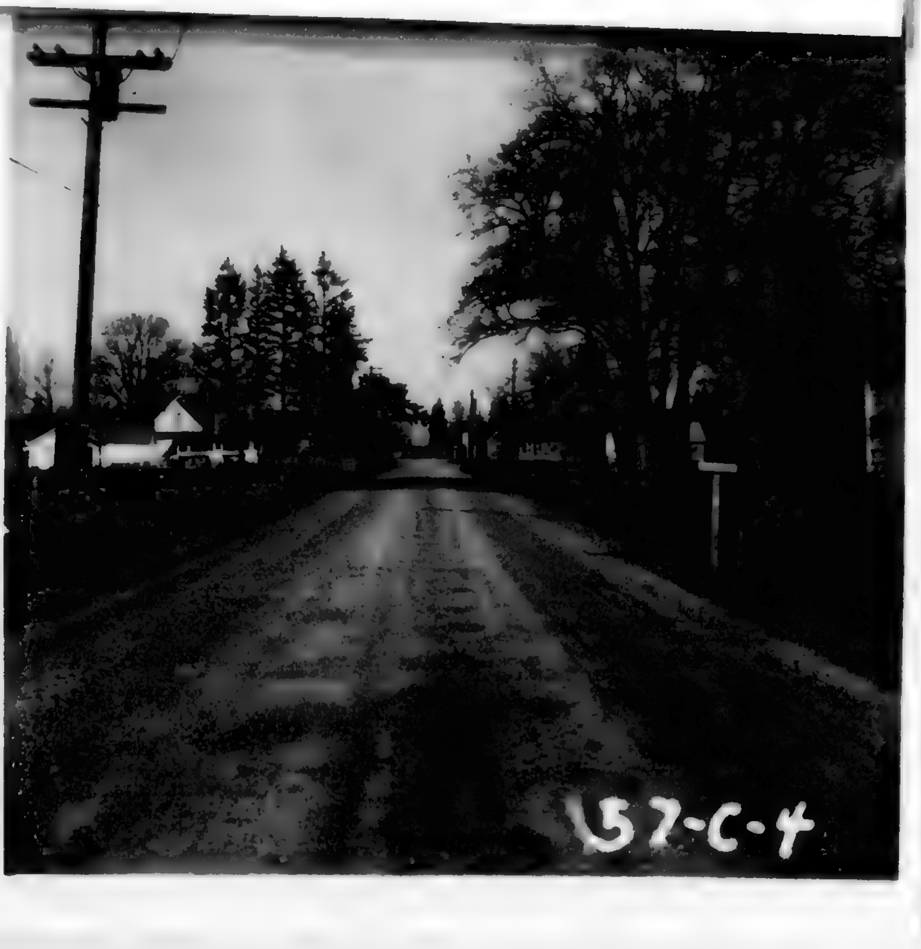
FAS_

Sect

Locat

[illegible]

[illegible]



1957

FAS_ 5C32

Sect

Loca

[illegible]

[illegible]

[illegible]

FAS 662 County Hood River Contract No. [illegible]

Section

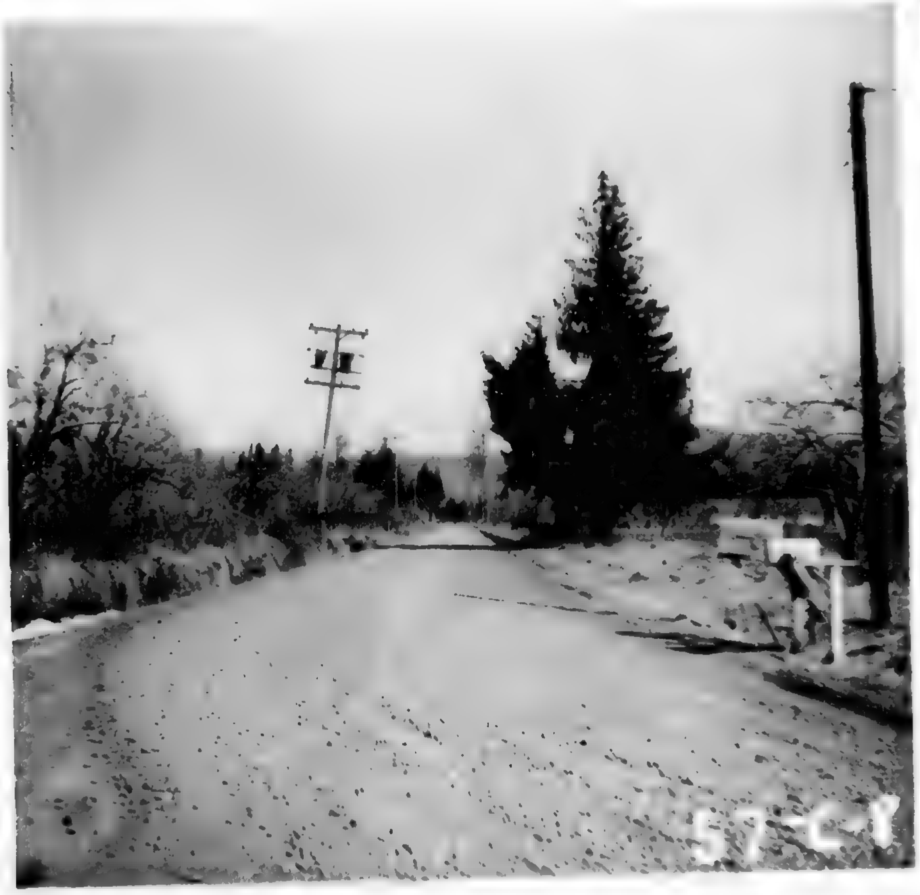
Location [illegible] 1.82 [illegible]

[illegible] 177 [illegible] 272 [illegible]

[illegible] 8 0.68 [illegible]

[illegible]

9-26-57

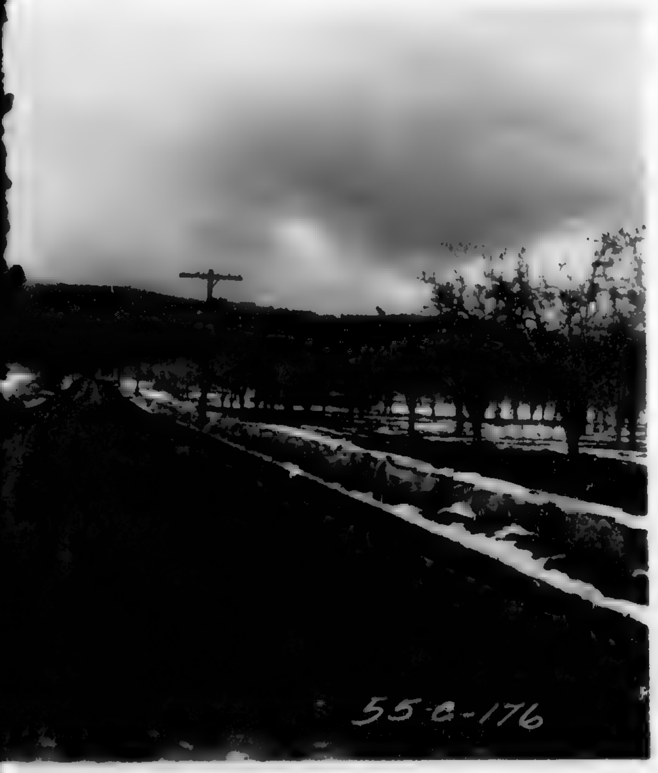

57-C-8

55-C-176

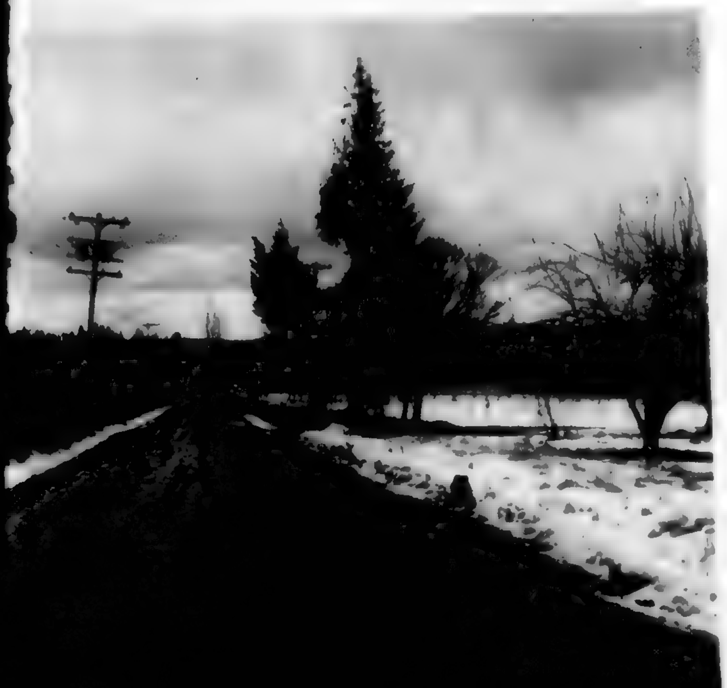
55-C-177

→ 662

[illegible]



55-C-176



55-C-177

2-2-55 Hood River FAS 662
M.P. 0.90 looking [illegible]

1957

2

Ed Daten.

2-2-55 Hood River FAS 662
M.P. 0.90 looking [illegible]

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
March 15, 1957

Preliminary Engineering on
Hood River County FAS Projects

Mr. G. S. Paxson
OFFICE

[illegible]

In regard to the above named subject, I am attaching a memorandum prepared by John Hagemann covering the "Policy and Procedure for County FAS Projects" as approved by the Highway Commission, B.P.R. regulations concerning federal participation in survey costs, and also comments on our present policy and procedure with possible changes in such policy.

Any payment to the county for preliminary engineering on the four projects involved would be contrary to both our present policy and the understanding between the county and state.

It is my opinion that the costs for preliminary engineering have exceeded Judge Hukari's expectations, and he is now engaged in a "fishing expedition."

I am unable at this time to make any statement regarding the competency of the engineering organization of Hood River County but Dean Swift has reported that the survey on two of the sections has been completed in a satisfactory manner and survey work is underway on the third section.

Clarence G. Swenson
Acting Engineer, County and City Relations

CGS:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

[illegible] Fa-701

MEMORANDUM TO FILES (March 14, 1957)

RE: Hood River County letter of 3/8/57 requesting credit for money spent on county FAS project surveys.

The county FAS projects referred to by Hood River County Judge Hukari are listed on the attached tabulation which was approved by the Highway Commission 11/8/56. As you will note the last paragraph states that the county would make the survey to a design set by the Highway Department. This arrangement was made at the request of the County Court for about the same reasons as stated in the Judge's letter to Mr. Williams with the understanding that any preliminary engineering done by the county would be at county expense.

If the Judge is requesting that FAS funds be used to pay for the county survey work it is not possible insofar as the projects selected for construction with presently available FAS funds are concerned. These projects, while approved by the Highway Commission, have not been programmed with the B.P.R. as sufficient information as to length, exceptions to standards, etc., will not be available until the surveys are completed. Under B.P.R. regulations no federal participation can be claimed for surveys which were started prior to submission to and approval by the B.P.R. of the project involved. Hood River County has already started surveys for the listed projects.

My interpretation of the Judge's letter is that he is asking that the costs incurred by the county in these surveys be applied as an offset to the county's normal share of the construction costs. This would result in the State paying the cost of the county survey work entirely with state funds which would be contrary to the original understanding arrived at with the county.

The "Policy and Procedure for County FAS Projects" approved by the Highway Commission which we are presently operating under provides briefly as follows:

1. Preliminary engineering performed by State personnel at state expense.

2. Right-of-way furnished by county at county expense.

3. All federal funds to be applied against actual construction costs with state and county each furnishing 50% of required matching funds. Construction to be done by Highway Department contract in the normal manner.

In a few instances individual counties have performed or furnished various elements of the preliminary engineering in order to expedite preparation and construction of a project. By furnishing I refer to two or three instances where a particular county had surveys made at county expense prior to selecting the section of road for construction with FAS funds. In all of the above instances the county concerned has assumed the cost for any preliminary engineering performed or furnished by the county.

It would appear that if we are going to make any exceptions to the present policy and procedure, the policy and procedure should be revised and clarified so as to apply equally to all counties. The following comments are offered on this subject:

Preliminary Engineering - As very few counties were or are in a position to perform preliminary engineering it was decided to perform this work with state personnel. It has been my understanding that the decision to pay the entire cost with state funds, rather than being considered a direct state contribution to the project costs, was based primarily on the assumption that performance of this work would contribute toward building up and maintaining the state's engineering organization. Also, avoidance of an area of conflict between county and state over costs of these surveys played a minor part in the decision. Based on this interpretation any preliminary engineering performed or furnished by the county would be acceptable but not reimbursable from state funds.

If shortage of engineering personnel presently poses a real threat to the preparation of plans and specifications for county FAS projects within a reasonable period of time, two possible revisions in our present policy could be considered.

One would be a different interpretation of our present policy wherein the cost of preliminary engineering would be considered a direct state contribution without any resultant state benefits. In this event we would reimburse the county concerned for the cost of any work performed, the same as if we were hiring work from any outside organization. Under these conditions we would no doubt wish to decide where and when county engineering would be acceptable in order to avoid paying for a county crew when we had a state crew in the same area and also to avoid expending state funds for inferior work.

The alternative would be to make preliminary engineering a participating federal-aid item in the same state-federal-county ratio as construction. This would permit reimbursement for any county-performed engineering of approximately 80% (60% federal and 20% state) of the total costs. Possible objections to this alternative are as follows:

1. As the total FAS funds available to any one county would remain the same, the amount available for construction would be reduced by the amount expended for preliminary engineering. The total state contribution to the over-all cost of county FAS projects would be reduced by approximately 80% of the cost of preliminary engineering as we are presently paying 100% of these costs. Counties very likely would object to this reduction.

2. Additional red tape would be involved in collecting federal funds. This would be particularly true in the event preliminary engineering were performed by counties as their cost records would have to be such as to permit a B.P.R. audit.

3. Mr. Williams would be placed in the position of having to either certify to the B.P.R. that the county concerned was adequately staffed to perform the preliminary engineering or advising the county it could not perform the work because it was not adequately staffed.

4. When state crews performed preliminary engineering with the county participating in the cost there would no doubt be instances wherein a county would object to the cost of this work....particularly the smaller counties who are not aware of the cost of engineering from lack of contact with same.

5. No federal participation could be claimed on projects for which preliminary engineering has been started.

In summarizing, I might state that to date our present policy and procedure for county FAS projects has worked extremely well with a minimum amount of conflict between the state, counties, and B.P.R. If any change were made in our present policy and procedure, it is unlikely that more than 5 or 6 counties out of 36 would be able or wish to do the survey work. Unless there is a critical shortage of state engineering personnel, it is suggested we proceed on the same basis as presently in effect. If any consideration is given to reimbursement of counties for survey work performed by a county, it is suggested it be done only in the event we request the work and payment be made on a flat per-mile basis at a rate somewhat less than the actual cost.

I might add that insofar as Hood River County is concerned that at the meeting with the Court when the projects were initially proposed and at a subsequent meeting when Mr. Swift, Division Engineer, discussed highway department survey methods, it was clearly understood by the County Court that any county survey work would be at county expense. Mr. Swift advises as of this date the county has completed surveys on two sections of road and is working on a third.

John F. Hagemann

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

HOOD RIVER COUNTY
PROPOSED PROJECTS

FAS 701 - Neal Creek Road Section, Approximately 1.2 Miles. )
FAS 702 - Glass Road Section, Approximately 0.6 Miles. )
FAS 703 - "Y" East Drive and Central Vale School Section, Approximately)
1.5 Miles. )
FAS 662 and ~~704~~ 662 - Parkdale Road Section, Approximately 2 Miles.) $133,000

The above sections are located as follows:

FAS 701 - Extends from the junction of FAS 701 (Neal Creek Road) with FAS 115 (Mt. Hood Highway) approximately 5 miles south of the city of Hood River, southerly to a county road junction just south of the Neal Creek crossing.

FAS 702 - Extends from the junction of FAS 702 (Glass Road) with FAS 115 (Mt. Hood Highway) easterly to the junction of FAS 702 with FAS 701 (East Side Grade County Road).

FAS 703 - Two sections: One section extends from the junction of FAS 703 with FAS 305 approximately 0.5 mile west of Odell, southerly along "Y" East Drive for approximately 0.7 mile, and the other section extends from the junction of FAS 703 with FAS 661 (Straight Hill Road) westerly to a county road junction at the Central Vale School.

FAS 662 and ~~704~~ 662 - Extends from the junction of FAS ~~704~~ 662 with FAS 356 (Hood River State Highway), southerly along FAS 704 and 662 to a road junction approximately 0.5 mile west of Parkdale (This section was the former route of the Hood River State Highway).

The proposed projects are to regrade, place base material, and construct a 20' wide O-11 with 4' shoulders. All projects should be combined under one contract.

The county plans to do its own preliminary engineering and will pattern this work in accordance with Highway Department practices and furnish the survey data to our division office. A soil survey should be made and base design set by Highway Department engineers prior to the county survey. Construction of the total mileage selected will probably cost in excess of the $133,000 available; however, it is planned to adjust these projects when a firm estimate of cost is available. The county has been furnishing, in previous projects, base and oiling aggregates at no cost to the contractor; however, if possible, the county would like to discontinue this practice and have the aggregate furnished by the contractor. A definite decision on this matter will also be made when a firm cost estimate is available.

10/17/56
(56-f)

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1957

SUBJECT:

To:

Mr. C. G. Swenson
County and City Relations Engineer

RECEIVED
MAR 12 1957

Herewith letter from the Hood River County Court asking permission to do the preliminary engineering on county FAS projects as a reimbursable item.

Please advise whether you believe the county engineering organization is competent to do this work, and also what procedure would we have to go through in order to let them do it.

G S Paxson
G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams

HOOD RIVER COUNTY COURT

HOOD RIVER, OREGON

ARVO A. HUKARI, COUNTY JUDGE
GEORGE W. KRIEG, COUNTY COMMISSIONER
EARL A. MOORE, COUNTY COMMISSIONER

March 8, 1957

Mr. W. C. Williams
Oregon State Highway Engineer
Salem, Oregon

Dear Mr. Williams:

The Hood River County Court would like to know if the preliminary engineering that is done by our County Engineers on the F. A. S. Projects within Hood River County can be figured as part of the 20% of the County Portion of the F. A. S. Project.

The County is now well on the way of completing the engineering on F. A. S. Projects for the coming bienium, and if we must in addition to the cost of engineering still allocate the full 20% matching funds it does take a larger portion of our Road Budget than we can adequately handle. Our County is peculiar in that irrigation lines, diversion boxes and etc., are on the County Right of Way, and because of this condition and also because of being an orchard district with high land values, we have more problems than most counties in Oregon. Our Engineer has a thorough knowledge of the problems relative to road improvement and the complications that arise from, particularly irrigation lines. He can anticipate the problems that will come up in various F. A. S. Projects and make adjustments; with State and Federal Regulations; without loss of time in resurveys, etc. For these reasons the County Court suggested that we do the preliminary surveys, and also realizing the shortage of qualified engineers available due to the tremendous work load your department has to carry in the new Highway Program.

We hope you can give our question all possible consideration.

Sincerely,

Arvo A. Hukari,
County Judge

AAH:mg

FORM E-123 29M REVISED 6-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MC IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

NOTED
Harold C. Ayers

November 20, 1956

County Court of ~~Hood River~~ County
~~Courthouse~~
~~Hood~~ River, Oregon

Gentlemen:

The State Highway Commission at its meeting on November 8, 1956, approved the following additions to the Federal Aid Secondary (County Road) System of your county:

(1) FAS700 1 1/10 miles in length, extending from FAS356 southerly to a connection with FAS662.

(2) FAS701 6 3/10 miles in length, extending from FAS115 southerly, easterly and northerly to a connection with FAS115 about 5 miles south of Hood River.

(3) FAS702 0.6 mile in length, extending from FAS115 easterly to FAS701.

(4) FAS703 3 miles in length, extending from FAS305 east of Odell southerly and easterly to FAS661.

The Commission also at such meeting programmed an amount of $133,000 of 1957-1958 FAS monies to finance improvements on the above described projects.

Respectfully yours,

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

Secretary
OREGON STATE HIGHWAY COMMISSION

MBG/dp

cc: County-City Relations Manager ✓

RECEIVED
NOV 21 1956
ENGINEER
C[illegible] RELATIONS

**NOTED**
Harold C. Ayers

November 20, 1956

Hood River County Court
Courthouse
Hood River, Oregon

**NOTED**
J. F. HA[illegible]

Gentlemen:

The Highway Commission approved on November 8th the FAS project as described in the attached tabulation which is believed to conform with the county's request. Also, addition of the FAS routes involved was approved the same date. We will now submit the routes to the Bureau of Public Roads for approval.

As soon as possible we will arrange for Mr. Swift or his representative and me to meet with Mr. Perkins and revue our procedure with him.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

**NOTED**
C. G. SWENSON

**NOTED**
JOHN D. GRAHAM

File [illegible]

HOOD RIVER COUNTY
PROPOSED PROJECTS

FAS 701 - Neal Creek Road Section, Approximately 1.2 Miles. )
FAS 702 - Glass Road Section, Approximately 0.6 Miles. )
FAS 703 - "Y" East Drive and Central Vale School Section, Approximately)
1.5 Miles. )
FAS 662 and ~~700~~ 662 - Parkdale Road Section, Approximately 2 Miles.) $133,000

The above sections are located as follows:

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FAS 703 - Two sections: One section extends from the junction of FAS 703 with FAS 305 approximately 0.5 mile west of Odell, southerly along "Y" East Drive for approximately 0.7 mile, and the other section extends from the junction of FAS 703 with FAS 661 (Straight Hill Road) westerly to a county road junction at the Central Vale School.

FAS 662 and ~~700~~ 662 - Extends from the junction of FAS ~~700~~ 662 with FAS 356 (Hood River State Highway), southerly along FAS ~~700~~ and 662 to a road junction approximately 0.5 mile west of Parkdale (This section was the former route of the Hood River State Highway).

The proposed projects are to regrade, place base material, and construct a 20' wide 0-11 with 4' shoulders. All projects should be combined under one contract.

The county plans to do its own preliminary engineering and will pattern this work in accordance with Highway Department practices and furnish the survey data to our division office. A soil survey should be made and base design set by Highway Department engineers prior to the county survey. Construction of the total mileage selected will probably cost in excess of the $133,000 available; however, it is planned to adjust these projects when a firm estimate of cost is available. The county has been furnishing, in previous projects, base and oiling aggregates at no cost to the contractor; however, if possible, the county would like to discontinue this practice and have the aggregate furnished by the contractor. A definite decision on this matter will also be made when a firm cost estimate is available.

10/17/56
(56-f)

11-2306 [illegible] Rock Prod. Inc. 1957
[illegible] Mt. [illegible] and [illegible]
#5033 River Hwy.

RECEIVED
[illegible]
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 31, 1958

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 5033 | 4 Final | Vernie Jarl | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 1477 | H202867 | $1,574.41 | 1-31-58 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion Date: 50 workdays from 10-1-57

Time Extensions: None

Completion Date: Dec. 13, 1957

Date Accepted: Jan. 16, 1958

Penalties: None of record

Claims: None of record

Remarks:

---

Date: Feb. 3, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: FEB 3 1958
Gkw.

NOTED ON CARD
CM

RECEIVED
JAN 24 1958
FOR FILING
[illegible]
5033

Jan. 23, 1958

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: G. H. Burnett

Gentlemen:

State Highway Contract No. 5033 for rock production on the Parkdale Section of the Mt. Hood and Hood River Highways in Hood River County was completed by the contractor, Vernie Jarl, on Dec. 13, 1957, and was formally accepted by the Highway Commission on Jan. 16, 1958.

Final payment in the amount of $1,574.41 will be released to the contractor on or after Feb. 3, 1958. The total contract amount is $47,327.69, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

Form E-1—10M—7-37

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 21, 1957

Section Parkdale

Highway Mt. Hood & Hood River County Hood River

Contractor Vernie Jarl

Date of contract Sept. 12, 1957

Date work started Oct. 18, 1957

Project authorization $53,370.00

Exclusive of engineering $49,574.80

Kind of work Rock Production

Section prefix 14-8306

Contract number 5033

Specified work days 50

Work days used 35

Per cent of time elapsed 70 %

Estimated cost of completed project, exclusive of engineering $ 47,824.71

Estimated per cent overrun or underrun - 3.28 %

Per cent of contract completed, based on total contract price 102.98 %

Engineering authorization $3,795.20

Engineering cost to date $3,634.04, 95.75 %

Date project was completed Dec. 13, 1957

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final mailed to Bend this week.

CONSTRUCTION DIVISION
RECEIVED
DEC 957
NOTED

Signed Vernon E. Shull

Address Box 420, The Dalles, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 5146

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities (contract) | | | 11,500 | | |
| Total quantities corrected to date | | | 11,660.51 | | |
| Estimated quantities moved or placed to date | | | 11,660.51 | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | 0 | | |
| Number shifts per day | | | | | |
| Hours per shift* | | | | | |
| Average force on project for week | | | | | |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ........, Power graders ........, Rollers ........, Mixers ........, Crushing or screening plants ........

Compressors ........, Bulldozers ........, Compaction rollers ........, . . . . . ........, . . . . . ........, . . . . . ........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

RECEIVED
SEP 16 1957
FOR FILING

14-8-66

5033

September 16, 1957

Vernie Jarl
438 S. Roberts Avenue
Gresham, Oregon

Dear Mr. Jarl:

The State Highway Commission on September 12, 1957 awarded to you State Highway Contract No. 5033 for the Parkdale Rock Production Project on the Mt. Hood and Hood River Highways in Hood River County.

This award was based on your bid of $46,440.00 which was the low bid submitted to the Commission on August 30, 1957 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

S-359(1) Yaquina Bay Bridges on the 1/77
North Bank Co. Rd., near
#7034 Toledo

5034

Form A-150—5M—6-50

RECEIVED
NOV 4 1959
COUNTY & [illegible]

INVOICE

# Oregon State Highway Department

SALEM, OREGON

Contract 5034
A-359(1)

NOTED
Harold C. Ayers

Lincoln County
Newport
Oregon

Attn: County Court

*Invoice No.* 62651

*Date* November 2, 1959

*Your Req. No.*

*Billing Request No.* ss 533

*Credit Distribution:* 521-1046-297

Final billing: Yaquina Bay Section, Bridges, FAS 585, covered by agreement dated 9/3/57

| | | |
|---|---|---|
| Original advance deposit | $7,560.00 | |
| Less amount previously transferred | 6,060.00 | |
| Balance in advance deposit fund | | $1,500.00 |
| County share costs as per attached statement | $7,530.78 | |
| Less amount previously transferred | 6,060.00 | |
| Balance | | 1,470.78 |
| To be refunded | | $ 29.22 |

[illegible]

State Printing 21127

NOTED
V. R. JONES

NOTED
Harold C. Ayers

October 29, 1959

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Yaquina Bay Section, Bridges (3), on FAS 585. As shown in the attached cost statement, a refund of $29.22 is due the county from the state. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:mm

cc: Mr. I. M. Huddleston, Co. Engr.

Completed 5/7/58

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Lincoln

Contract No. 5034

Date 10/29/59

FAS 585

Section Yaquina Bay Bridges (3)

PAYMENTS TO CONTRACTOR

| Item | Unit | Unit Price | Total Qty. | Total Cost |
|---|---|---|---|---|
| Payments to contractor as per attached tabulation | | | | $35,948.25 |
| Construction Engineering | | | | 2,902.31 |
| TOTAL CONSTRUCTION COSTS | | | | $38,850.56 |
| FEDERAL FUNDS COLLECTED FOR PROJECT | | | | $23,789.00 |

AGREED COUNTY SHARE OF TOTAL COSTS
(50% of difference between total costs and federal funds)

| | | |
|---|---|---|
| ($38,850.56 - $23,789) X 1/2 | = | $7,530.78 |
| County Advance Deposit | = | $7,560.00 |
| Less County Share | | 7,530.78 |
| REFUND DUE COUNTY | | $ 29.22 |

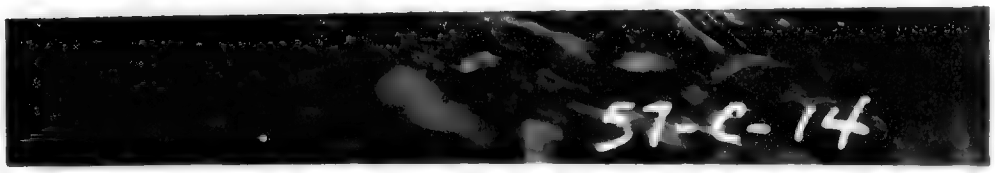
JFH:mm

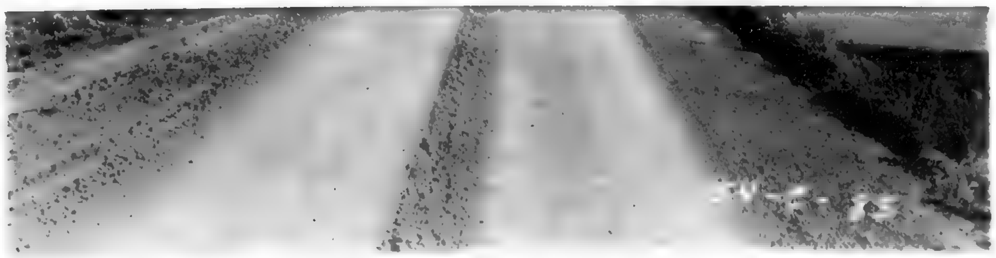
| Item | Unit | Unit Prices | Total Qty. | Total Amount |
|---|---|---|---|---|
| **BRIDGE NO. [illegible]** | | | | |
| 1. Remove old bridge | all | [illegible] | all | [illegible] |
| 2. Furn. treated timber piling | l.f. | 1.60 | 560 | 896.00 |
| 3. Drive Timber Piles | each | 55.00 | 14 | 770.00 |
| 4. Class "A" concrete | c.y. | 65.00 | 88 | 5,720.00 |
| 5. Metal reinforcement | lb. | [illegible] | 17,775 | 2,477.38 |
| 6. Timber Railing | l.f. | 4.00 | 192 | 768.00 |
| **BRIDGE NO. [illegible]** | | | | |
| 7. Remove old bridge | all | 1,000.00 | all | 1,000.00 |
| 8. Furn. treated timber piling | l.f. | 1.60 | 390.57 | 624.91 |
| 9. Drive timber piles | each | 55.00 | 8 | 440.00 |
| 10. Class "A" concrete | c.y. | 68.00 | 42 | 2,856.00 |
| 11. Metal reinforcement | lb. | 0.1375 | 18,457.2 | 2,537.87 |
| 12. Timber railing | l.f. | 4.00 | 120 | 480.00 |
| **BRIDGE NO. [illegible]** | | | | |
| 13. Remove old bridge | all | 1,000.00 | all | 1,000.00 |
| 14. Furn. treated timber piling | l.f. | 1.60 | 1,000 | 1,600.00 |
| 15. Drive Timber Piles | each | 55.00 | 14 | 770.00 |
| 16. Class "A" concrete | c.y. | 68.00 | 44 | 2,992.00 |
| 17. Metal reinforcement | lb. | 0.1375 | 19,537.18 | 2,686.11 |
| 18. Timber railing | l.f. | 4.00 | 108 | 432.00 |
| PA/1 Splice timber pile | each | 36.00 | 28 | 1,008.00 |
| PA/2 Treated Timber pile | l.f. | 0.1627 | 718.57 | 116.91 |
| | | | Total | 35,[illegible] |

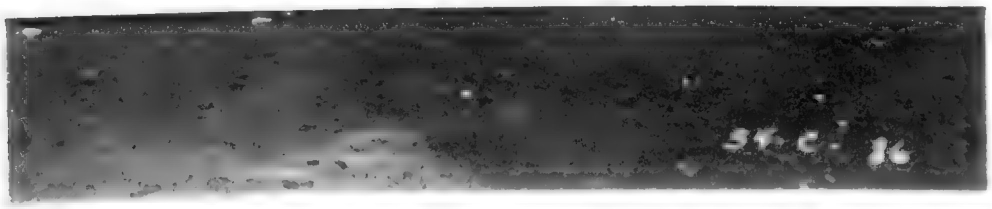
FAS 555 County *Lincoln* Contract No.

Section

Location







FAS

Sec

Loc

NOTED
Harold C. Ayers

June 26, 1958

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
John F. Hagemann

Gentlemen:

This is to advise you that work on Contract No. 5034 for constructing the Yaquina Bay Bridges on FAS 585 was completed on May 7, 1958.

Under the terms of the agreement signed by the Court on August 21, 1957, and by the Highway Commission on September 3, 1957, the County agreed to assume maintenance of and jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

JDG:be

NOTED
C. G. SWENSON

Contract 5034

A

RECEIVED
SEP [illegible] 1958
FOR FILING

9-125

| | | |
|---|---|---|
| ~~Month's~~ transaction number | For 4-2A (5-3 -57)<br>U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | ate<br>**Oregon** |
| Project report number<br>S-359(1)<br>6 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>**Lincoln** |
| | | Project number<br>**S-359(1)** |

5034

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **November 13**, 19**57**, is hereby modified as follows:

Revised estimated total cost of project $ **38,917.00**

Revised Federal funds $ **23,789.00**

Other revisions

**None**

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **18** day of **September**, 19**58**.

**OREGON STATE HIGHWAY COMMISSION**
(Official name of Highway Department)

By

**State Highway Engineer**
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By O.G. Polk **C. O. Polk**
Division Engineer

Contract 5034

A

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FOR FILING

| | | |
|---|---|---|
| ~~Monthly~~ transaction number<br>9-125 | For 31-2A (5-31-57)<br>U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | State<br>**Oregon** |
| | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>**Lincoln** |
| Project report number<br>S-359(1)<br>6 | | Project number<br>**S-359(1)** |

5134

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **November 13**, 19**57**, is hereby modified as follows:

Revised estimated total cost of project $ **38,917.00**

Revised Federal funds $ **23,789.00**

Other revisions

**None**

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **18** day of **September**, 19**58**.

**OREGON STATE HIGHWAY COMMISSION**
(Official name of Highway Department)

By

**State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. C. Polk
**C. C. Polk**
Division Engineer

Contract No 5034

| | | |
|---|---|---|
| ansaction No.<br>11-25 | For 3-2<br>(5- 57) U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | ate<br>**Oregon** |
| Project Report No.<br>3 | **FEDERAL-AID PROJECT AGREEMENT** | County<br>**Lincoln** |
| | | Project No.<br>**S-359(1)** |

RECEIVED
NOV [illegible] 1957

FOR FILING
5034

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

**Yaquina Bay Slough Bridges, 5.6, 5.9 and 7.6 miles southwesterly from junction of FAP 22 at Toledo (a county road).**

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | | |
| Rights-of-Way | | |
| Construction | 8/12/57 | 0.1 |
| Other *(Specify)* | | |

**FUNDS**

| | |
|---|---|
| Estimated total cost of project<br>$ 36,970.17 | Federal funds<br>$ 22,300.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY COMMISSION**
(Official name of Highway Department)

By Chas H Reynolds
**Chairman, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C H Polk
Division Engineer

Date executed by
Division Engineer **November 13, 1957**

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

USComm-DC 11169

# PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Yaquina Bay Bridges
North Bank Road
Lincoln County

NATURE OF WORK:

structures

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5034 5034 R & M Construction Co. 9-12-57

DATE OF COMPLETION: 150 Workdays from 9-26-57

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. S-359(1)

## YAQUINA BAY BRIDGES ON THE NORTH BANK ROAD

## IN LINCOLN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon October 8, 1957

Type Code X021
Bridge No. 15501 (Sta. 2+58.5 to Sta. 3+48.02)(Contract No. 5034)

| | | | |
|---|---|---|---|
| Remove Old Bridge | All Required | | $ 3,500.00 |
| Furnish Treated Timber Piling | 560 lin. ft. | $ 1.60 | 896.00 |
| Drive Timber Piles | 14 only | 55.00 | 770.00 |
| Class "A" Concrete | 88 cu. yds. | 65.00 | 5,720.00 |
| Metal Reinforcement | 37,500 lbs. | .145 | 5,437.50 |
| Timber Railing | 196 lin. ft. | 4.00 | 784.00 |
| | | | $17,107.50 |

Type Code X021
Bridge No. 15502 (Sta. 2+02.5 to Sta. 2+45.91)(Contract No. 5034)

| | | | |
|---|---|---|---|
| Remove Old Bridge | All Required | | $ 1,000.00 |
| Furnish Treated Timber Piling | 320 lin. ft. | $ 1.60 | 512.00 |
| Drive Timber Piling | 8 only | 55.00 | 440.00 |
| Class "A" Concrete | 42 cu. yds. | 68.00 | 2,856.00 |
| Metal Reinforcement | 18,300 lbs. | .1375 | 2,516.25 |
| Timber Railing | 105 lin. ft. | 4.00 | 420.00 |
| | | | $ 7,744.25 |

Type Code X021
Bridge No. 15503 (Sta. 1+50 to Sta. 1+95)(Contract No. 5034)

| | | | |
|---|---|---|---|
| Remove Old Bridge | All Required | | $ 1,000.00 |
| Furnish Treated Timber Piling | 560 lin. ft. | $ 1.60 | 896.00 |
| Drive Timber Piling | 14 only | 55.00 | 770.00 |
| Class "A" Concrete | 44 cu. yds. | 68.00 | 2,992.00 |
| Metal Reinforcement | 19,400 lbs. | .1375 | 2,667.50 |
| Timber Railing | 108 lin. ft. | 4.00 | 432.00 |
| | | | $ 8,757.50 |
| | Subtotal | | $33,609.25 |
| | 10% Engr. & Cont. | | 3,360.92 |
| | Total | | $36,970.17 |

Length of 3 Structures. . . . . . . . . 0.034 mile

| | |
|---|---|
| Federal Funds. . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | $ 22,800.00 |
| State Funds. . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | 7,085.00 |
| County Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | 7,085.17 |
| | $ 36,970.17 |

State Funds for Const.: Chap. 175, Laws, 1917; Chap. 31, Laws, 1920;
Chap. 529, Laws, 1939

Funds for Maint.: Chap. 529, Laws, 1939

NOTE: Necessary funds have been deposited by Lincoln County with the Highway Department.

RECEIVED
JUL 22 1958
FOR FILING

File

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 18, 1958

S-359(1)

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 5034 | 5 Final | R & M Construction Co. |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 15831 | H217518 | $ 3,751.67 | 7-18-58 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion date: 150 workdays from Sept. 26, 1957

Time Extensions: None

Completion Date: May 7, 1958

Date Accepted: June 19, 1958

Penalties: None

Claims: None

Remarks:

---

Date: July 21, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

JUL 21 1958

NOTED ON CARD

RECEIVED
JUL 11 1958
FOR FILING

A-5911

5034

July 10, 1958

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 5034 for Yaquina Bay Bridges on the North Bank Road, FAS 585, in Lincoln County, was completed by the contractor, R & M Construction Company, on May 7, 1958, and was formally accepted by the Highway Commission on June 19, 1958.

Final payment in the amount of $3,751.67 will be released to the contractor on or after July 21, 1958. The total contract amount is $35,948.25, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
em

RECEIVED
SEP 16 1957
FOR FILING

S 359(1)

[illegible]

September 16, 1957

R & M Construction Company
136 Main Street
Central Point, Oregon

Gentlemen:

The State Highway Commission on September 12, 1957 awarded to you State Highway Contract No. 5034 for construction of Yaquina Bay Bridges on the North Bank County Road in Lincoln County.

This award was based on your bid of $33,609.45 which was the low bid submitted to the Commission on August 30, 1957 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
P. M. Stephenson

RECEIVED
SEP 21 1957
FOR FILING

file

Salem, Oregon
September 11, 1957

Mr. C. G. Swenson
City & County Relations Dept.
Office

#322
#112

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Lincoln County covering the Yaquina Bay Bridges on FAS 585.

A fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Lincoln County.

Secretary

rn
Attach

FORM 230—90M—8-57—1476

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1957

**SUBJECT:** FAS Agreements
Lincoln County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the Yaquina Bay Bridges on FAS 585. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on May 16, 1957.

John D. Graham
John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

APPROVED
G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date Aug. 29 1957

AUTHORIZED BY HIGHWAY COMMISSION
DATE 5-16-57 Minute Page 33
Secretary

Form [illegible]

# INVOICE

## Oregon State Highway Department

SALEM, OREGON

RECEIVED
SEP 12 1957

NOTED
Harold C. Ayers

Invoice No. 52421

Date September 10, 1957

Your Req. No.

Billing Request No. 08 357

Credit distribution: 521-1016-297

Lincoln County
Newport, Oregon

Attn: County Court

NOTED
John [illegible]

| | |
|---|---|
| Advance Deposit | 7,560.00 |
| Partial transfer county's share total cost. Yaquina Bay Bridges, FAS 585, covered by agreement dated August, 1957. | 6,060.00 |
| To be retained | $1,500.00 |

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

ACKNOWLEDGMENT OF BILLING REQUEST
[illegible] with Request [illegible]

State Printing 96055

September 3, 1957

NOTED
Harold C. Ayers

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
[illegible]

NOTED
John F. Hagemann

Gentlemen:

On August ~~29~~30th the Highway Commission received a satisfactory bid from the R & M Construction Company of Central Point for construction of the Yaquina Bay Bridges (3) on FAS 585. As per the agreement between county and state, the following advance deposit is required from the county prior to awarding of a contract:

| | |
|---|---|
| Bid Items | $33,609.25 |
| 12-1/2% Engineering & Contingencies | 4,201.16 |
| Estimated Total Cost.......... | $37,810.41 |
| County advance deposit of 20%...... | $ 7,560.00 |

Please make this deposit by means of a check or warrant in the amount of $7,560 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be awarded. If received prior to September 11th the contract award will be made at the regular Highway Commission meeting on September 12-13.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

Rec'd.
9/9/57

NOTED
G. SWENSON

NOTED
JOHN D. GRAHAM

521-1046

JFH:mm

V. R. JONES

NOTED
Harold C. Ayers

August 16, 1957

NOTED
John F. Hagemann

Lincoln County Court
Courthouse
Newport, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Yaquina Bay Bridges on FAS 585 upon which bids will be received August 30th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $43,500; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than August 29th.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

By: John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Encl.

NOTED
V.R. JONES

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

MEMO TO J. W. NASH
7/19/57

FAS 585, Lincoln County

TERMINI: Yaquina Bay Slough Bridges approximately 5.6, 5.9, and 7.6 miles southwesterly from the junction at Toledo of FAS 585 with FAP Rte. 22.

PROPOSED WORK: Three concrete bridges: lengths 90', 45', and 45'.

PROJECT LENGTH: 0.034 mile

| COSTS | TOTAL | FEDERAL | STATE | OTHER |
|---|---|---|---|---|
| CONSTRUCTION: | $50,000 | $30,000 | $10,000 | $10,000 (Co.) |

EXISTING FACILITY: Three untreated timber bridges - 90' in length, H.C. 13'; 45' in length, H.C. 12'; and 45' in length, H.C. 12'. Deteriorated condition.

ADJACENT SECTIONS: 16' to 18' light gravel surface on 18' to 22' roadbed.

PROJECT DATA:

STRUCTURES: Construct 3 precast reinforced concrete bridges on treated piling having a length of 90', 45', and 45' and a H.C. of 24'. These structures will be constructed on the same locations as the existing bridges and those existing piles which are treated will remain in place and be incorporated in the new structures. All existing untreated piles and superstructures will be removed.

ROADWAY APPROACHES: County will construct, without federal cooperation, road approaches through a crushed rock wearing surface as required to connect the new structures with the existing roadway.

ROW WIDTH: 60'
MINIMUM DESIGN STANDARDS: No exceptions
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required
UNUSUAL OR COMPLICATED SITUATION: None

FAS Route 585 is a connecting route between Newport, the county seat, and the timber industries in Toledo. It is a scenic route along the north shore of Yaquina Bay and serves various boat and docking facilities along the bay. It is a school bus and mail route.

NOTED
G. SWENSON

JFH:[illegible]

NOTED
V. R. JONES

NOTED
Harold C. Ayers

May 20, 1957

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
John F. Hagemann

Gentlemen:

On May 16th the Highway Commission approved the FAS project for replacement of bridges on FAS 585 as described in the attached tabulation. Our division office with headquarters in Salem has completed the field survey for these bridges and our bridge division is studying the design. As soon as we have something definite from our bridge division we will contact the Court to review the entire matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att: 57-d

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

LINCOLN COUNTY
PROPOSED PROJECT

FAS 585 - Yaquina Bay Section, Drainage Structures, $50,000. These structures are located approximately 5.6, 5.9, and 7.6 miles from the junction of FAS 585 with the Corvallis-Newport Highway (FAP Route 22) in Toledo.

The proposed project is to replace the existing 90' long pile trestle (bridge inventory #15501), the existing 45' long pile trestle (bridge inventory #15502), and the existing 43' long pile trestle (bridge inventory #15503) with new bridges or culverts as required. After the survey has been completed and the most economical type of structure determined, the county should be contacted to work out details of construction.

Funds in addition to the $50,000 programmed are available if required.

(57-d)
4/29/57

Office of the County Court

Judge Robert D. Maclean - Commissioners Mike Miller - David S. Moffitt

COUNTY OF LINCOLN

Newport, Oregon

April 17, 1957

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

Mr. John F. Hagemann
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Hagemann:

Enclosed is the map of the Yaquina Bay road showing the approximate location of the bridges which we wish replaced under the F.A.S. system, which was discussed with you yesterday.

If any further data is necessary, please let us know.

Very truly yours,

Mike Miller

Mike Miller, Commissioner
Lincoln County

NOTED
JOHN [illegible]

1-Encl.

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APR 19 1957

RECEIVED
19 1957
OREGON
STATE HIGHWAY COMMISSION

Form E-40

OREGON STATE HIGHWAY
COMMISSION
COLUMNAR TABULATION SHEET

SHEET .......... OF .......... SHEETS

Lincoln Co FAS 585

Two Bridge Sections, Grade & Surface

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| M.P. | 5.91 | Bridge No 15,502, Present Bridge 45' Long | | | | | |
| | 32' Subgrade | | | | | | |
| Remove Existing Bridge | | | | All | | | $ 1000 |
| Borrow Emb. in Place | | | | 800 | c.y. | $\$1^{25}$ | 1000 |
| Conc. Box Culv. | | | | All | | | 9500 |
| 9" Cr. Rock | | | | 55 | c.y. | $4^{00}$ | 220 |
| | | | | | | $ | 11720 |
| | | | | Eng. & Cont. | | | 1480 |
| | | | | | | $ | 13,000 |
| M.P. | 7.60 | Bridge No 15,503 43' Long | | | | | |
| | | Same Cost as above | | | | $ | 13,000 |
| | | | | | | $ | 26,000 |

## GENERAL HIGHWAY MAP

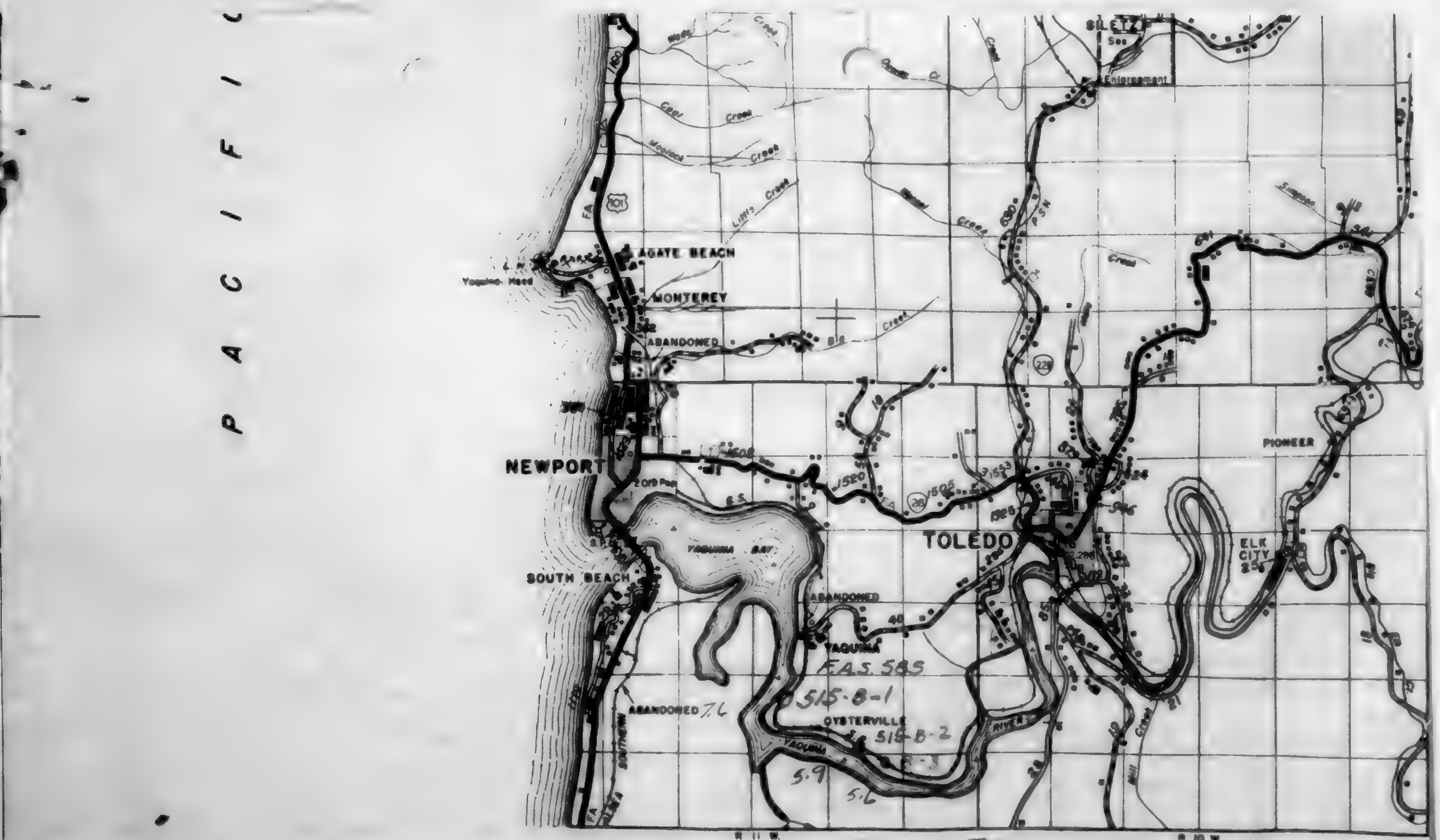
# LINCOLN COUNTY

## OREGON

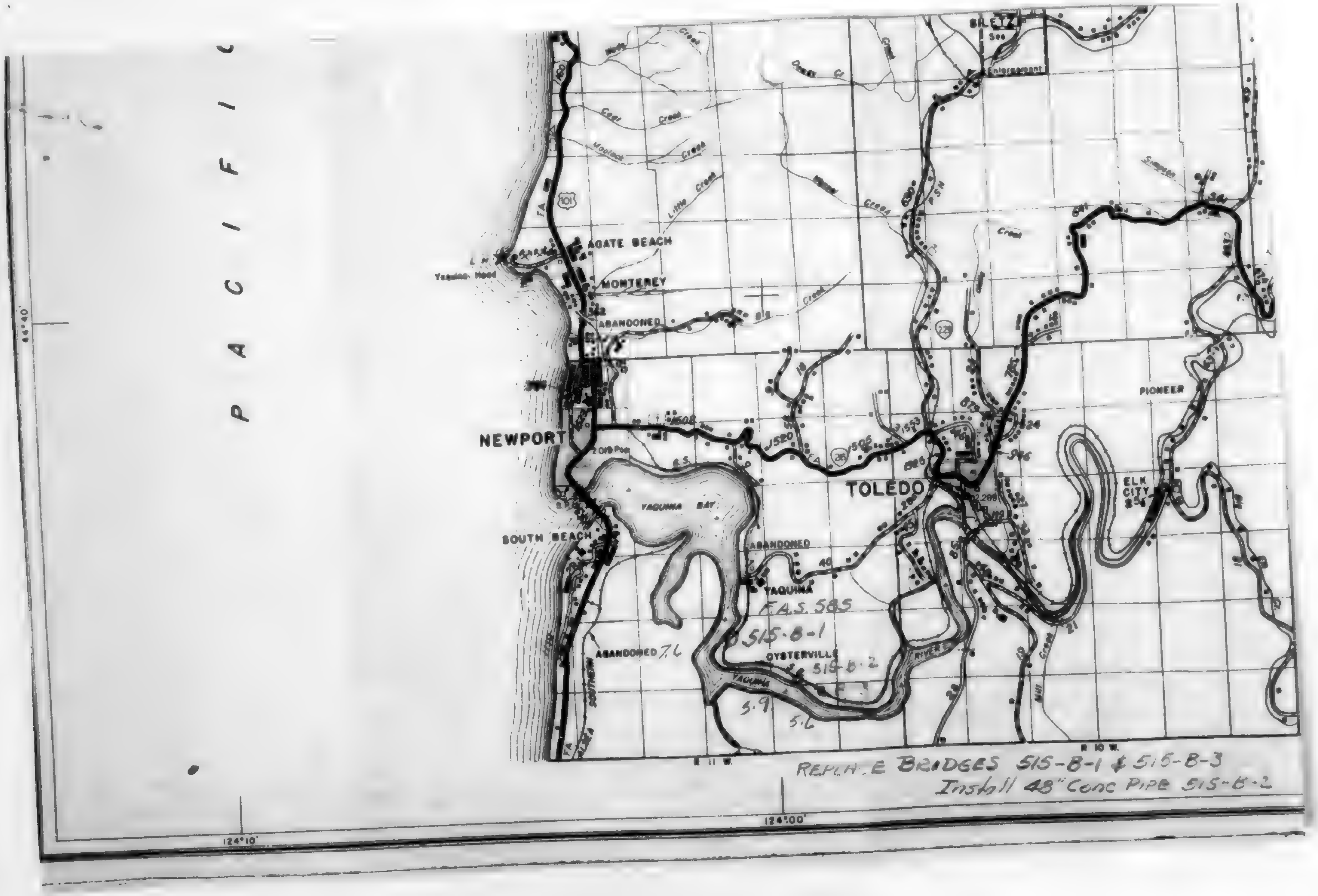
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE

1936
REVISED 1939


PACIFIC
SILETZ
AGATE BEACH
Yaquina Head
MONTEREY
ABANDONED
NEWPORT
SOUTH BEACH
YAQUINA BAY
TOLEDO
PIONEER
ELK CITY
ABANDONED
YAQUINA
F.A.S. 585
515-B-1
OYSTERVILLE
515-B-2
B-3
ABANDONED 7.6
5.9
5.6
YAQUINA RIVER
R. 11 W.
R. 10 W.

REPLACE BRIDGES 515-B-1 & 515-B-3
Install 48" Conc. Pipe 515-B-2


P A C I F I C
44°40'
124°10'
124°00'
NEWPORT
AGATE BEACH
MONTEREY
ABANDONED
Yaquina Head
SOUTH BEACH
YAQUINA BAY
ABANDONED 7.6
ABANDONED
YAQUINA
OYSTERVILLE
YAQUINA RIVER
TOLEDO
ELK CITY
PIONEER
SILETZ
101
26
229
R 11 W.
R 10 W.
F.A.S. 585
515-B-1
515-B-2
5.9
5.6

REPLACE BRIDGES 515-B-1 & 515-B-3
Install 48" Conc Pipe 515-B-2

I-333([illegible]) Sloop Marin . 21st, [illegible], 1967
[illegible]
#5035 on Col. R. [illegible]., [illegible] Portl[illegible]

Contract 5035 A

| | | |
|---|---|---|
| Monthly transaction number<br>RECEIVED<br>AUG 8 1960 | F A-2A (5-31-57) U.S. DEPARTMENT OF COMMERC<br>BUREAU OF PUBLIC ROADS | ate<br>Oregon |
| Project report number<br>FOR FILING<br>12<br>I 323 (24) | MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT | County<br>Multnomah |
| | | Project number<br>I-80N-1(6)0 |

5035

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 17, 19 58, is hereby modified as follows:

Revised estimated total cost of project $ 128,644

Revised Federal funds $ 112,313

Other revisions None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20 day of August, 19 59.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Deputy~~ State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. G. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

USComm-DC 11170

RECEIVED
FEB 11 1958
FOR FILING

*files*

OREGON STATE HIGHWAY DEPARTMENT

(date)
**Feb. 5, 1958**

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 5035 | 3 Final | Pacific Concrete Co. |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 2049 | H203668 | $1,039.45 | 2/5/58 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified completion Date: 80 workdays from Sept. 26, 1957

Time Extensions: None

Completion Date: Nov. 21, 1957

Date Accepted: Dec. 5, 1957

Penalties: None of record

Claims: None of record

Remarks:

---

Date: Feb. 5, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: FEB 10 1958
GRW.

NOTED ON CARD
em

RECEIVED
JAN 29 1958
FOR FILING

5035

Jan. 29, 1958

**CERTIFIED MAIL**

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 5035 for slope paving on 21st, 28th, 33rd and 39th Ave. Undercrossings, Union Ave.-42nd Avenue Section of the Columbia River Highway in Multnomah County was completed by the contractor, Pacific Concrete Company, on Nov. 21, 1957, and was formally accepted by the Highway Commission on Dec. 5, 1957.

Final payment in the amount of $1,039.45 will be released to the contractor on or after Feb. 8, 1958. The total contract amount is $8,275.07, of which amount $259.75 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Amerata & Schram
520 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
OCT 15 1957
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

I 523(24)

5035

Oct. 15, 1957

Pacific Concrete Co.
10401 N. E. Marx St.
Portland 20, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5035, awarded Sept. 12, 1957, for slope paving - 21st, 28th, 33rd and 39th Avenue Undercrossings on the Union Avenue-42nd Avenue Section of the Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

Encl.

RECEIVED
APR 15 1957
FOR FILING

I-323 ([illegible])

5035

P

Salem, Oregon
April 12, 1957

Slope protection at 21st, 28th,
33rd and 39th Avenue structures
on T. H. Banfield Expressway

Mr. P. M. Stephenson
Bridge Engineer

Please get the slope protection at the 21st, 28th, 33rd and 39th Avenue structures on the Banfield Expressway ready for contract at your earliest convenience. Clear these through Mr. Probert as a Federal Aid project. I understand your estimate for the cost of the work is $13,000.

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams

FORM E-30 25M 9-51 52318

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1957

SUBJECT: 42nd-Union Avenue Section of Banfield Expressway

To:

Mr. G. S. Paxson
Assistant Highway Engineer
Office

When the structures on the 42nd-Avenue-Union Avenue Section of the Banfield Expressway were constructed, the slope protection was deliberately left out of the contracts for the structures at 21st Avenue, 28th Avenue, 33rd Avenue and 39th Avenue.

Now that the grading has been completed, we think that it would be advisable to contract the placing of the slope protection at these structures before the paving is completed during the fall of 1957.

We estimate that it will require $13,000 to take care of the slope protection for the four structures.

If it meets with your approval, will you kindly secure permission to let a contract for this slope protection at an early date.

P. M. Stephenson

P. M. Stephenson
Bridge Engineer

PMS/mm

NOTED
G. S. PAXSON

RECEIVED
APR 11 1957
OFFICE OF
STATE HIGHWAY ENGINEER

-3714 Fort Stevens Park Overnight 3-7
Camp Expansion Proj., [illegible]
5036 of Astoria

RECEIVED
1957
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT

(date) December 30, 1957

4-3714
(CONTRACT NO.) 5036

(EST. NO.)

(CONTRACT NO.) 5036

(EST. NO.) 1-Final

(CONTRACTOR) Grimstad & Vanderveldt

(VOUCHER NO.) 29774

(WARRANT NO.) H200409

(AMOUNT) $ 706.38

(DATE) 12/27/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G R Winchcomb
ACCOUNTING DIVISION

Specified completion Date: 35 workdays from Oct. 1, 1957
Time Extensions: None
Completion Date: Nov. 12, 1957
Date Accepted: Dec. 5, 1957
Penalties: None of record
Claims: None of record
Remarks:

Date: Dec. 30, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: DEC 30 1957

NOTED ON CARD
em

A

Mr Williams

RECEIVED
JAN 7 - 1958
FOR FILING

NOTED
State Highway Engineer

December 18, 1957

## FINAL COST ANALYSIS

Fort Stevens Park Extension
Contract No. 5036

[illegible]

Construct Access Roads,
Trailer and Tent Units
Grimstad and Vanderveldt, Contractors
E. J. Hall, Resident Engineer

Prefix: 4-3714-421(41)

5036

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| Clearing and Grubbing | 100% | All | $4,000.00 | $2,870.93 | $ 2,870.93 | $ 4,000.00 |
| Drainage Excav., Unclass. | 212.49 | Cu. Yd. | 2.50 | 2.05 | 436.22 | 531.23 |
| Spec. Borrow, Excav., Unclass. | 8,822 | Cu. Yd. | .85 | .577 | 5,091.83 | 7,498.70 |
| General Excav., Unclass. | 605.4 | Cu. Yd. | .40 | .386 | 233.77 | 242.16 |
| 10" Corr. Metal Pipe | 60 | Lin. Ft. | 3.50 | 3.08 | 184.62 | 210.00 |
| 12" Corr. Metal Pipe | 546 | Lin. Ft. | 3.75 | 3.41 | 1,861.14 | 2,047.50 |
| Coarse Mat'l in Base | 1,454 | Cu. Yd. | 4.00 | 3.51 | 5,106.28 | 5,816.00 |
| 3/4"-0 Mat'l in Base | 587 | Cu. Yd. | 5.00 | 4.94 | 2,898.41 | 2,935.00 |
| Force Account | | | | | 186.33 | 265.41 |
| | | | | | $18,869.55 | $23,546.00 |

| | |
|---|---|
| Gross Revenue | $23,546.00 |
| Total Cost | 18,869.55 |
| Net Profit | $ 4,676.45 |

Net Profit Equals 19.9% Gross Revenue

# DETAIL OF COST

Labor:

| | | |
|---|---|---|
| Supervision | $ 1,350.00 | |
| Labor | 5,368.16 | |
| Labor Insurance | 686.60 | $ 7,404.76 |

Equipment Rental and Misc. Expense:

| | | |
|---|---|---|
| Equipment Rental | $ 5,618.84 | |
| Gas, Oil, and Grease | 998.46 | |
| Bond | 150.50 | |
| P.L. and P.D. Insurance | 20.92 | |
| Overhead | 600.00 | |
| Move In. | 160.00 | $ 7,548.72 |

| Materials: | Quantity | Unit | Unit Cost | | |
|---|---|---|---|---|---|
| 10" Corr. Metal Pipe | 60 | Lin. Ft. | $2.00 | $ 120.00 | |
| 12" Corr. Metal Pipe | 546 | Lin. Ft. | 2.27 | 1,239.42 | |
| Coarse Mat'l in Base | 1,454 | Cu. Yds. | .85 | 1,235.90 | |
| 3/4"-0 Mat'l in Base | 587 | Cu. Yds. | 2.25 | 1,320.75 | |
| | | | | | $ 3,916.07 |
| | | | | | $18,869.55 |

REMARKS:

This was a "State Project" calling for construction of access roads, trailer unit campsites, and tent unit campsites, involving clearing and grubbing work, approximately 760 cubic yards of roadbed excavation, 11,700 cubic yards of special borrow excavation, furnishing and installing culvert pipes, and approximately 1,900 cubic yards of stone base materials.

The project lies within the Fort Stevens State Park, about 10 miles west of Astoria, and comprises an area lying northerly of the Peter Iredale Road.

Bids were opened and awarded September 12, 1957, the contractor moved in September 19, 1957, and completed the work November 12, 1957.

Equipment used: D-2 with dozer, D-7 with dozer, D-8 with dozer, 2 chain saws, 3/4-yard shovel, 5 trucks, loader, grader, wobble-wheel roller, 3-leg iron-wheel roller, 2 pickups and miscellaneous small hand tools.

Personal supervision, well-qualified help, and equipment in good condition contributed to good profit.

M. N. Juve,
Chief Cost Analyst

By

H. R. Sturgis

RECEIVED
DEC 18 1957
FOR FILING

13714

5036

December 17, 1957

**CERTIFIED MAIL**

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Building
Tacoma 1, Wn.

Gentlemen:

State Highway Contract No. 5036 for work performed on the Fort Stevens State Park in Clatsop County was completed November 12, 1957 by the contractor, Grimstad & Vanderveldt, and was formally accepted by the Highway Commission on December 5, 1957.

Final payment in the amount of $706.38 will be released to the contractor on or after December 27, 1957. The total contract amount is $23,546.00, of which amount $265.41 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

fp

NOTED ON CARD
12-17-57
fp

Form E-1—10M—12-56

4-3714

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 15, 1957

Section Fort Stevens State Park

Kind of work Overnight Camp Expansion

Highway County Clatsop

Section prefix 4-3714

Contractor Grimstad & Vanderveldt

Contract number 5036

Date of contract September 12, 1957

Specified work days 35

Date work started September 20, 1957

Work days used 25

Project authorization $ 33,844.50

Exclusive of engineering $ 31,437.78

Per cent of time elapsed 71 %

Estimated cost of completed project, exclusive of engineering $ 26,546.00

Estimated per cent underrun 16 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 2,406.72

Engineering cost to date $ 2,200.00, 91 %

Date project was completed Nov. 12, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work on this project completed November 12th. Semi-final estimate delivered to Division Office on November 13th.

FINAL REPORT

RECEIVED
NOV 1 1957
NOTED

RECEIVED
NOV 18 1957
OFFICE OF
DIVISION ENGINEER
DIVISION NO 2

Noted
M. N. Juve

Signed Hall Res. Eng.

Address P.O. Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities (contract) | 12,400 C.Y. | 1,900 C.Y. | | | |
| Total quantities corrected to date | 9,427 C.Y. | 2,041 C.Y. | | | |
| Estimated quantities moved or placed to date | 9,427 C.Y. | 2,041 C.Y. | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Men 3

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons 1 Dump Truck

Men and tractors

Equipment used during week: Shovels ........., Power graders ........., Rollers ........., Mixers ........., Crushing or screening plants .........

Compressors ........., Bulldozers 2, Compaction rollers ........., . . . . ........., . . . . ........., . . . . .........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | Holiday | | |
| Tuesday | Rain | | |
| Wednesday | Rain | | |
| Thursday | Showers | | |
| Friday | Overcast | | |
| Saturday | | | |

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SEP 16 1957
FOR FILING

43714

5036

September 16, 1957

Grimstad & Vanderveldt
1497 9th Street
Astoria, Oregon

Gentlemen:

The State Highway Commission on September 12, 1957 awarded to you State Highway Contract No. 5036 for the Fort Stevens Park Overnight Camp Expansion Project west of Astoria in Clatsop County.

This award was based on your bid of $25,084.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
P. M. Stephenson
C. H. Armstrong

-3713 [illegible] Copyright Corp. 1937
[illegible] Prod.

L-037

W. C. Williams

RECEIVED
APR 21 1958
FOR FILING

9-37[illegible]
~~Contract #5037~~

NOTED
W. C. WILLIAMS

April 11th, 1958

FINAL COST ANALYSIS
Tumalo State Park
McNutt & Sons, Inc., Contractor
A. [illegible]. Cox, Resident Engineer

Prefix 9-3713

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| Clearing & Grubbing | All | | $400.00 | | $ 387.49 | $ 400.00 |
| Drainage Excav., Unclass. | 2.84 | Cu. Yd. | 2.00 | 0.78 | 2.21 | 5.68 |
| Special Borrow Excav., Unclass. | 3,770 | " " | 1.20 | 0.65 | 2,461.71 | 4,524.00 |
| General Excavation, Unclass. | 152.8 | " " | 1.10 | 1.02 | 156.11 | 168.08 |
| 12" Concrete Pipe | 30 | Lin. Ft. | 2.50 | 2.09 | 62.63 | 75.00 |
| Coarse Mat'l. in Base | 480 | Cu. Yd. | 3.75 | 2.45 | 1,176.52 | 1,800.00 |
| 3/4"-0 Mat'l. in Base | 550 | " " | 4.00 | 3.57 | 1,964.56 | 2,200.00 |
| Sprinkling | 48 | M/Gal. | 5.00 | 2.67 | 128.59 | 240.00 |
| | | | | | $6,339.82 | $9,412.76 |

| | |
|---|---|
| Gross Revenue | $9,412.76 |
| Total Cost | 6,339.82 |
| Net Profit | $3,072.94 |

Net Profit Equals 32.6% of Gross Revenue

## Detail of Cost
## McNutt & Sons, Inc.

| | | |
|---|---|---|
| **Labor:** | | |
| Labor and Supervision | $1,432.40 | |
| Labor Insurance | 108.83 | |
| | | $1,541.23 |
| **Equipment Rentals and Misc. Supplies:** | | |
| Equipment Rentals (Owned) | $1,142.99 | |
| Hired Trucks | 1,440.00 | |
| Gas, Oil and Grease | 120.97 | |
| Small Tools & Misc. Supplies | 45.71 | |
| Freight and Cartage | 262.20 | |
| 12" Concrete Pipe | 36.00 | |
| Crushed Rock Bought | 1,385.90 | |
| Bond | 62.92 | |
| Home Office and General Overhead | 301.90 | |
| | | 4,798.59 |
| Total Cost . . . . . . . . . . . . . . . . . . . . . | | $6,339.82 |

Remarks:

This was a "State Project" calling for the construction of access roads, trailer unit camp sites and tent unit camp sites. The project was bid September 12th, 1957. Work started September 24th, 1957, and the project was completed October 15th, 1957.

On September 24th, 1957 the contractor moved in a 3/4 cu. yd. shovel, TD 14 cat and dozer, hired trucks and started clearing and hauling special borrow. The borrow was handled on the road with TD 14 cat. Later a blade and a small roller were moved in to handle the coarse base rock and 3/4"-0. All crushed rock was bought from the Bend Aggregate Crushing and Paving Co. located at Tumalo.

Being a small project and requiring only a small amount of equipment to complete the project and with good bid prices, the contractor realized a large profit.

M. N. Juve
Chief Cost Analyst

By . . K. T. Lechter

RECEIVED
DEC 20 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 16, 1957

1-37V3

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 5037 | 3 Final | McNutt & Sons, Inc. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 28553 | H199196 | $ 500.00 | 12-16-57 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion Date: 35 workdays from 10-1-57

Time Extensions: None

Completion Date: Oct. 15, 1957

Date Accepted: Oct. 31, 1957

Penalties: None of record

Claims: None of record

Remarks:

---

Date: Dec. 17, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 17 1957
Grv.

NOTED ON CARD
OM

RECEIVED
DEC 2 1957
FOR FILING

9-37-3

5037

Dec. 2, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 5037 for Tumalo State Park Overnight Camp Expansion in Deschutes County was completed by the contractor, McNutt & Sons, Inc., on Oct. 15, 1957, and was formally accepted by the Highway Commission on Oct. 31, 1957.

Final payment in the amount of $500.00 will be released to the contractor on or after Dec. 12, 1957. The total contract amount is $9,412.76, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
cm

Form E-1—10M—7-57

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

9 3713

**For Week Ending** Oct. 18, 1957, 19

**Section** Tumalo State Park

**Kind of work** Overnight Camp Expansion

**Highway** **County** Deschutes

**Section prefix** 9-3713

**Contractor** McNutt & Sons Inc.

**Contract number** 5037

**Date of contract** 9-12-57, 19

**Specified work days** 35

**Date work started** 9-23-57, 19

**Work days used** 11

**Project authorization** $13,485.38

**Exclusive of engineering** $12,526.42

**Per cent of time elapsed** 31.4 %

**Estimated cost of completed project, exclusive of engineering** $ 12,526.42

**Estimated per cent overrun or underrun** 0 %

**Per cent of contract completed, based on total contract price** 100 %

**Engineering authorization** $ 958.96

**Engineering cost to date** $ 860.00, 89.70 %

**Date project was completed** October 15, 1957, 19

---

**General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:**

This project is now complete and was inspected by Mr Swift And Mr Wieprecht Wednesday Oct. 16th. The project was accepted with provision of some very minor cleanup that will be done when the equipment is removed from the job.

Semi-Final on this project was submitted to the Division office on Oct. 16th.

Third notification(form E 233) will be submitted as soon as equipment is removed from the job.

Reports will be discontinued.

**Signed**

**Address** Box 151 Bend

**Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.**

State Printing 8146

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| **Miles in project** | | | | | |
| **Miles partially completed** | | | | | |
| **Miles completed** | | | | | |
| **Total estimated quantities (contract)** | G.Ex. 320<br>Borr. 4200 | 1140 | | | |
| **Total quantities corrected to date** | G.Ex. 152.8<br>Borr. 3770 | 1030 | | | |
| **Estimated quantities moved or placed to date** | Same | 1030 | | | |
| **Average daily quantities** | | | | | |
| **Average daily quantities necessary to complete project on time** | | | | | |
| **Number shifts per day** | | 1 ( 2 days) | | | |
| **Hours per shift** | | 8 | | | |
| **Average force on project for week** | | 2 | | | |

| | |
|---|---|
| **Men** | 1 |
| **Supervision** | 1 |
| **Men and trucks under 3 tons** | |
| **Men and trucks over 3 tons** | |
| **Men and tractors** | |

**Equipment used during week: Shovels** .........., **Power graders** .........., **Rollers** .........., **Mixers** .........., **Crushing or screening plants** ..........

**Compressors** .........., **Bulldozers** .........., **Compaction rollers** ..2 rakes & shovels . . . . .........., . . . . . ..........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| **Sunday** | | | |
| **Monday** | | | |
| **Tuesday** | | | |
| **Wednesday** | Fair all week | | |
| **Thursday** | | | |
| **Friday** | | | |
| **Saturday** | | | |

FORM E-128

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

RECEIVED
OCT 9 1957
FOR FILING

Oct. 9, 1957

McNutt & Sons, Inc.
432 W. 11th Ave.
Eugene, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5037, awarded Sept. 12, 1957
for Tumalo State Park Overnight Camp
Expansion, Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

Encl.

9

RECEIVED
SEP 16 1957
FOR FILING

23713

[illegible]

September 16, 1957

McNutt and Sons
432 W. 11th Avenue
Eugene, Oregon

Gentlemen:

The State Highway Commission on September 12, 1957 awarded to you State Highway Contract No. 5037 for the Tumalo Park Overnight Camp Expansion Project near Tumalo in Deschutes County.

This award was based on your bid of $10,487.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
P. M. Stephenson
C. H. Armstrong

R-AD-6(2) Burns Air Force Station 1957
Access Rd. Proj. on the
#7038 Burns Mountain Rd.

71-325

U.S. DEPART

BUR

Honorable

United States Sena

Washington, D.C.

Dear Senator

Your communi

correspondenc

Judge Han

on the ac

We prop

on Dec

propo

5038

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON, D.C. 20235

NOTED
P. B. [illegible]

NOTED
R. H. PRANGE

JAN 8 1965

IN REPLY REFER TO:
32-74

NOTED
H. S. COX

NOTED
DON HARWELL

Honorable Wayne Morse
United States Senate
Washington, D.C. 20510

Dear Senator Morse:

Your communication of December 31, 1964, forwarded an exchange of correspondence between you and Mr. Newton Hotchkiss, County Court Judge, Harney County, Oregon, regarding placing an oil mat surface on the access road serving the 634th Radar installation near Burns.

We brought this need to the attention of the Department of Defense on December 22. Should the Department of Defense authorize the proposed additional work of adding about two inches of crushed rock base and oil mat surface, we will immediately program the funds.

The correspondence is returned.

Sincerely yours,

REX M. WHITTON

Rex M. Whitton
Federal Highway Administrator

NOTED
R. M. ALLISON

Enclosures

cc: Mr. B. M. French
Mr. A. W. Parsons (2)

RECEIVED
JAN 14 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
V. R. [illegible]

COPY

December 31, 1964

Honorable Newton Hotchkiss
County Judge
Harney County
Burns, Oregon 97720

Dear Judge Hotchkiss:

Thank you very much for your letter of December 21, together with attachments, concerning the possibility of Federal assistance with respect to the road leading to the Burns Air Force Station.

In an effort to be of assistance, I am immediately communicating with the appropriate Federal officials and requesting thorough consideration of the request that you have made. Furthermore, I am asking to be supplied with a full report on this matter.

I assure you that I shall do all in my power, in conjunction with Congressman Ullman, to assist you in this important proposal.

As soon as I receive further word from the Federal officials, I shall write to you again.

With kindest regards,

Sincerely,

Wayne Morse

WM:so
Bcc:- Mr. Rex M. Whitton
Federal Highway Administrator

DEC 28 1964

County Court *for* Harney County
BURNS, OREGON 97720

December 21, 1964

Honorable Wayne Morse
U. S. Senator from Oregon
Senate Office Bldg.,
Washington, D. C.,

RE: Road-Burns AFS
and Burns, Ore.

Dear Sir:

The County Court of Harney County and the Chamber of Commerce Highway Committee discussed with the Honorable Al Ullman in early November of this year, the possibility of getting the seven miles of access road to the Radar Base oiled with money directly appropriated for this purpose by the U. S. Bureau of Public Roads.

The County receives no money in lieu of taxes even though there is an investment of several million dollars in the base.

We do not have funds with which to oil this road, yet the traffic is too great to keep it in theproper condition for the amount of travel.

Inasmuch as this base was not one of those earmarked for closure, it would seem unrealistic not to have an oiled road going to the base. Any help that you and the Honorable Al Ullman can give us would be greatly appreciated.

I am enclosing the engineer's report as well as my correspondence with the Honorable Al Ullman which will bring you up to date on this Radar Base road.

Respectfully,

Newton Hotchkiss, Judge.

A bituminous [illegible] FAS 459 from the end of [illegible] subject project this past summer. [illegible] in the county that have received a [illegible] surface [illegible] which have an ADT similar to the Turns Access [illegible] surface of FAS 420 (ADT of 70-100), FAS 459 (ADT of [illegible]) [illegible] (ADT of 220-260). The ADT on the Turns Access road [illegible].

Traffic on the subject [illegible] military. It also serves as a route to the [illegible] the county, being used by ranchers, [illegible] National Forest, and the [illegible] during the summer months. U. S. Forest Service [illegible]

At the present time the county [illegible] equipment for maintaining [illegible] surfaced roads. [illegible] road from Turns to [illegible] road from [illegible] to FAP 31, the subject project and [illegible] from the State or pay the county will either [illegible] surfaced roads. [illegible] to the State.

As shown above, [illegible] comparable to the subject project have [illegible] surface treatment. Therefore it is recommended [illegible] the Turns Access Road be brought to the same standard [illegible] inches of 1"-0 crushed rock base and [illegible]. This will alleviate the present problems of loose gravel, dust and maintenance.

Mr. [illegible], Field Engineer, [illegible] Highway Department, was consulted about the use of guardrail on [illegible] drop-offs occur on the subject project. He [illegible] the county to place guardrail on their roads of this type, but that they used delineators and proper signing in place of guardrail. Mr. [illegible] also indicated that road identification markers to show limits of the road during heavy snow storms are not needed as the snowfall in the Turns area is not that great.

STATE COPY (Cox)

477 Cottage Street NE.
Salem, Oregon 97301

Commander, Hamilton Air Force Base
and 78th Combat Support Group
Hamilton Air Force Base, California 94935

December 14, 1964

08-35.RC

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by P. B. Arens
A. W. Parsons
Div. Engineer

Access Road Needs Report, Burns AFS, Oregon
Mr. D. M. Murphy's October 6, 1964 memorandum

Attached are three copies of our area engineer's report concerning the adequacy of the maintenance, as well as the original design and construction of Project R-AD-6(2), in accordance with your request.

NOTED
R. M. ALLISO

We concur in the finding that the road maintenance is satisfactory for the prevailing conditions and the type of road involved. In addition, we concur with the recommendation that consideration be given to providing an oil mat surface in line with standards now being used for construction of other comparable roads in the county.

In accordance with paragraph 7 of our Policy and Procedure Memorandum 22-1, preliminary evaluations for access roads may be made by this office only when so authorized by our Washington office. If you concur in the above recommendation and desire a complete evaluation, you should recommend such action through appropriate channels.

Enclosure

cc:
Region (2 cys, w/2 cys encl)
OSHD (County-City Engr), w/encl
Mr. Newton Hotchkiss, Harney County, Oregon Judge, w/encl

RECEIVED
DEC 16
ENGINEER
COUNTY & CITY DIVI

Original signed by
G. R. Brooks
Dist. Engineer

477 Cottage St. N.E.
Salem, Oregon 97301

December 9, 1964

THROUGH: Mr. G. R. Brooks, District Engineer
Mr. A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
L. C. JENSEN

L. C. Jensen, Area Engineer
Salem, Oregon

Oregon Project R-AD-6(2)
Maintenance Inspection - Burns Air Force Station Access Road

In response to a request by the Commander of Hamilton Air Force Base and 78th Combat Support Group, signed by Daniel M. Murphy, Chief, Engineering & Construction Division, Base Civil Engineer, a maintenance inspection was made on the subject project October 21, 1964. Inspecting the project were the following: Lowell C. Jensen, Area Engineer, BPR; Robert H. Prange, Field Engineer, Oregon State Highway Department; Newton Hotchkiss, Harney County Judge; P. Tiller and Werner Arentz, Harney County Commissioners; and Herbert W. ~~Cawcell~~ Fawcett, Harney County Road Superintendent.

It was observed that Harney County is fulfilling their maintenance obligation satisfactorily. The roadway has not received any appreciable moisture by rainfall since last spring, and at present the only maintenance work which can be accomplished is brooming the roadway surface, which is done every 7 to 10 days. It would be detrimental to the road to use a motor grader to attempt to cut a new riding surface as there is loose gravel now on the roadway. On all the curves the surface is deeply corrugated. When moisture does come to the section between stations 115-127, a steep gradient of 6.6% causes the water to run down the roadway instead of to the ditch from the roadway crown, thus causing this area to be deeply corrugated. The entire length of the roadway is very dusty.

After the inspection the above mentioned people met with 1st Lt. Joseph M. Bruno, Acting Commander, 1st Lt. Stanley P. Renos, Administrative Officer, Mr. Charles Galles, Ass't Eng. Foreman, and Mr. Charles Fellows, Base Eng. Dept., personnel from the Burns Air Force Station. The Air Force personnel indicated that the maintenance by Harney County was satisfactory for this type of road, but asked that a bituminous treatment or asphaltic concrete surface be placed if possible.

This project called for a bituminous surface in the preliminary report but was deleted by Deputy Commissioner Clark's June 29, 1955 memorandum. The reasons for eliminating the bituminous surface were due to the low ADT (200) on this road, and that the connecting county road (FAS 459) was a gravel surfaced road at that time, with a greater ADT (around 400).

(more)

Construction was completed on the subject project October 24, 1958, with maintenance to be done by Harney County. A maintenance inspection was made in the fall of 1959, which showed loose rock on the roadway surface. It was recommended to the State office that suitable fines be incorporated with the loose rock to tighten up the surface, but that these fines would not be advisable if the county planned to oil the road. The addition of plastic fines would contaminate the base rock and make it unsuitable for future oiling.

The county performed maintenance until 1960, when at that time the Air Force asked permission to put its equipment on the road. This was done by verbal agreement between the County Court and the local Air Force authority. The Air Force maintained the road with their personnel until early 1961, when the county again resumed maintenance.

In the spring of 1961 the county placed 14,000 cubic yards of non-plastic fines on the roadway to tighten up the base rock. The local Air Force authority objected to the use of clay fines for binder as it would contaminate the base rock and make it unsuitable for oiling. They had hopes of some type of bituminous surface being placed in the future. Periodic inspections have been made on this project since the addition of the fines and a displacement of them into the ditches and over the slopes has been observed.

The main reason for losing the fines is due to lack of moisture. Burns receives an average of 11.3 inches of precipitation per year, with only 2.8 inches coming during the months from May through September. Watering the roadway is not considered feasible due to the high evaporation rate during the summer months. Maintenance by the county has been adequate during this period.

Maintenance costs for the period 1961 through 1964 is enclosed as an attachment to this report. It is observed they are spending $170 each year per mile for blading and incidental work. This is deemed an average cost for the ADT now using the roadway.

With regard to possible future reconditioning of the subject project it is understood that Harney County has obligated with county FAS funds their FAS funds for the next few years to other areas. The county plans to continue turning over their allocated FAS funds for the next few years to the State, to be used for surfacing FAS Route 450 to Frenchglen. One exception is to construct an oil mat on FAS Route 458 from the town of Drewsey to U.S. Route 20 (FAP 31). This two mile section has a present ADT of 110.

The subject project is not on the FAS system and would have to be placed upon it to receive FAS funds. Hence it would be many years before it would be considered for upgrading to a hard surface.

(more)

A bituminous penetration surface has been placed on FAS 459 from the town of Burns to its connection with the subject project this past summer. Other State roads on this FAS system in the county that have received a hard surface in the past 10 years and which have an ADT similar to the Burns Access Road are a portion of FAS 450 (ADT of 90-160), FAS 455 (ADT of 130-230), and FAS 405 (ADT of 250-260). The ADT on the Burns Access Road is presently 190.

Traffic on the subject project is mainly military. It also serves as a route to the northwest corner of the county, being used by ranchers, hunters, and also as an access to the Ochoco National Forest, for the U. S. Forest Service to maintain fire control during the summer months.

At the present time the county does not have equipment for maintaining bituminous surfaced roads. But with the oil mat road from Burns to the subject project and the proposed oil mat road from Drewsey to FAP 31, the county will either buy the needed equipment from the State or pay the State to do the maintenance on their bituminous surfaced roads.

As shown above, other roads in the county with ADT comparable to the subject project have received bituminous penetration surface treatment. Therefore it is recommended that the Burns Air Force Access Road be brought to the same standard and be given another 2 inches of 1"-0 crushed rock base and an oil mat surface. This will alleviate the present problems of loose gravel, dust and washboarding.

Mr. Prange, Field Engineer, Oregon State Highway Department, was consulted about the use of guardrail on curves where sharp drop-offs occur on the subject project. He indicated it was unusual for the county to place guardrail on their roads of this type, but that they used delineators and proper signing in place of guardrail. Mr. Prange also indicated that road identification markers to show limits of the road during heavy snow storms are not needed as the snowfall in the Burns area is not that great.

County Court *for* Harney County
BURNS, OREGON 97720

NOV 30 1964

November 24, 1964

Honorable Al Ullman
U. S. Representative
2nd District, State of Oregon
House Office Building
Washington, D. C.

Re: Road-Burns AFS and
Burns, Oregon

Dear Sir:

In reviewing the records, I find that the reason this road was not oiled at the time the base was established here was because the estimated traffic count would not qualify it for oiling under the rules and regulations set up by the bureau.

On October 21, 1964, a general meeting was conducted at the 634th Radar Sq.(ADC), Burns AFS, Oregon, with representatives of the Bureau of Public Roads, State Highway, Harney County and Military, to discuss the present condition of the County road between Burns AFS and the city of Burns, Oregon.

Those present were: Mr. Lowell C. Jensen, Area Engineer,USBPR, Mr. Robert H. Prange, Field Eng. State Hwy Dept., Newton Hotchkiss, County Judge, Mr. F. Miller, County Commissioner, W. W. Arntz, County Commissioner, Herbert J. Fawcett, County Road Supervisor, 1st Lt Joseph A. Bruno, Acting Commander, 1st Lt Stanley P. Renos, Administrative Officer, Mr. Charles Galles, Ass't. Eng. Foreman, Mr. Charles Fellows, Base Eng. Dept.

A full and complete report will be made to Rex Whitten, Federal Highway Adm. by Mr. Lowell C. Jensen, Area Eng. USBPR. This report should be in his department by December 1, 1964.

A full and complete summary of the road from the time it was started can be obtained from Mr. Rex Whitten, Federal Highway Adm.

County Court *for* Harney County
BURNS, OREGON 97720

Oiling of this road by Harney County is out of the question as we do not have funds to oil roads within the county.

There is at least four or five months of each year when we have no moisture and it is not possible to keep this road from becoming very rough, which in turn results in very bad dust problems. And because of the rough condition of the road during this time of the year, it is difficult to keep their civilian help because of the abnormal wear and tear on their cars. This road condition also results in the base having to pay a much higher rate for the cars they lease. The average life of tires is only about 7,000 miles.

Thank you for any help that you may be able to give us on this.

Respectfully,

Newton Hotchkiss

Newton Hotchkiss, Judge

NH/ih

RECEIVED
MAY 9 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

R-GD-6(2)

5038

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 8, 1961

Hon. G. W. Craddock
Harney County Court
Courthouse
Burns, Oregon

Dear Judge Craddock:

With regard to the maintenance of the Burns Air Force Station Access Road project on the Burns Mountain County Road, we have been advised by Mr. C. G. Polk, Bureau of Public Roads Division Engineer, that the Department of Defense has advised the local Air Force representatives that maintenance of public roads by the Air Force violates the policy of the Department of Defense and that the practice will be discontinued immediately. A copy of Mr. Polk's letter is attached.

In view of this, and under the terms of the agreement between Harney County and the State of Oregon which was signed by the Harney County Court on September 10, 1957, and by the Highway Commission on September 12, 1957, it will be necessary that Harney County assume the maintenance of this project at this time.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED

By

Original signed
C. G. Swenson

C. G. Swenson
County and City Relations Engineer

CGS:mm
Att.

cc: Forrest Cooper
G. S. Paxson
C. G. Polk

RECEIVED
[illegible] 1961
STATE HIGHWAY ENGINEER

RECEIVED
MAY 4 1961
FOR FILING
R-AD-6(2)
5038

FORM CD-121

UNITED STATES GOVERNMENT

*Memorandum*

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: May 2, 1961

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

By: D M Emrich
D. M. Emrich
Acting Division Engineer

SUBJECT: Oregon Project R-AD-6(2)
Burns Air Force Station Access Road
Harney County

You may inform the Harney County officials that the Department of Defense advised the Department of the Air Force local representatives that maintenance of public roads by the Air Force violates the policy of the Department of Defense and that the practice will be discontinued immediately.

In view of this development, the Harney County officials should be advised and urged to resume maintenance responsibility of the road as soon as practicable.

Wolfe
Swenson

NOTED
FORREST COOPER

RECEIVED
MAY 3 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V. D. WOLFE

RECEIVED
FEB 20 1961

FOR FILING

| |
|---|
| R-AD-6(2) |
| |
| 5038 |

February 17, 1961

1953

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Pursuant to your letter of January 31 concerning maintenance on the Burns Air Force Station Access Road, Oregon Forest Project R-AD-6(2), Harney County, we have made inquiry as to the County's intentions with respect to maintenance of this road and have determined as follows:

1. Harney County has been negotiating with the Air Force for the Air Force to take over the maintenance but an agreement to this effect has failed to materialized to this date. Harney County contacted the Air Force about a year ago and drew up an agreement wherein the Air Force was to take over the maintenance and paving of this road. After a lapse of six months, the agreement was returned because the Air Force objected to the provision calling for pavement.

2. A new agreement was drawn up in June 1960 which provided for the Air Force to maintain the road. This agreement has not been returned at this time.

3. Judge Craddock of Harney County advised that the Air Force asked for permission to put its equipment on the road last year, at which time the County equipment was taken off. This was done by verbal agreement between the County Court and the local Air Force authority. Judge Craddock stated further that the County has not refused to maintain this road but that it merely pulled off and let the Air Force take over. He further advised that the Air Force did not want the County to place a clay binder on the road as it had hopes of oiling it.

4. The Judge has assured us that the County will take over the maintenance as soon as weather permits and it will ask the Air Force to take its maintenance equipment from the road until such time as an agreement has been signed.

Attached for your information is a copy of the agreement which has been approved by the Harney County Court but to date has not been approved by the Air Force.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. F. Parson

LHY:fp fn

Please file

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 15, 1961

Hon. C. W. Craddock
Harney County Judge
Courthouse
Burns, Oregon

Re: Maintenance of Burns Air
Force Station Access Road

Dear Judge Craddock:

The maintenance of the Burns Air Force Station Access Road is covered by an agreement between the State and Harney County dated September 12, 1957, under which Harney County assumed the maintenance of the project. We are in receipt of notice from the Bureau of Public Roads, as follows:

"The Department of the Air Force reports that Harney County highway authorities refuse to maintain the 6.4 mile access road to AC&W Station M-118, near Burns, Oregon, in accordance with their agreement. It is requested that this report be investigated and that we be advised of such action as you may deem appropriate."

In view of the fact that noncompliance with a maintenance agreement on federal-aid projects may jeopardize future appropriations of federal funds to the County, I would appreciate your early advice as to what steps the County proposes to take in regard to this matter.

Very truly yours,

ORIGINAL SIGNED
W. C. WILLIAMS

W. C. Williams
State Highway Engineer

cc Forrest Cooper
G. S. Paxson

Called Craddock: He will ignore this letter.
Cooper 2/17/61

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT
*Memorandum*

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: January 31, 1961

By: D M Emrich
D. M. Emrich
Acting Division Engineer

PLEASE RETURN TO
FORREST COOPER

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project R-AD-6(2)
Burns Air Force Station Access Road
Harney County

Reference is made to your letter of November 4, 1959 concerning maintenance of the above captioned project. To date we have not received any further word regarding the plan set forth by Judge Craddock.

We are in receipt of a letter from our Washington office inquiring as to the maintenance status of this road and transmitting a communication from the Headquarters Department of the Army, Office of the Chief of Transportation. Quoting from their letter to Mr. Armstrong, Commissioner of Public Roads, they say "The Department of the Air Force reports that Harney County highway authorities refuse to maintain the 6.4 mile access road to AC&W Station M-118, near Burns, Oregon, in accordance with their agreement. It is requested that this report be investigated and that we be advised of such action as you may deem appropriate".

Apparently you have no further word from Harney County other than set forth in your letter of November 4, 1959. Would you please ascertain if the plan outlined by Judge Craddock failed to materialize and if so what plan or plans does Harney County have to correct the unstable roadway surface condition.

Fcw

NOTED
FORREST COOPER

RECEIVED
JAN 31 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
[illegible] COULTER

NOTED
C. B. CANNON

June 2,1960

Headquarters,4700th Air Defense Wing
Att: Installations Engineer
Geiger Field
Spokane, Washington

Dear Sirs:

Attached herewith is an original and copy of the new County Deed, from Harney County to the U.S.Air force, as requested by your Headquarters.

When this Deed is approved and signed, please return both copies for the Courts signature and recording.

Respectfully yours,

County Clerk and Recorder

# COUNTY DEED

THIS INDENTURE, Made this 16th day of March, 1960, by and between HARNEY COUNTY, OREGON, a political subdivision of the State of Oregon, and THE UNITED STATES OF AMERICA (UNITED STATES AIR FORCE), hereinafter called the Grantee, and

WHEREAS, HARNEY COUNTY, OREGON, is the owner of the within described real property, which real property consists of the County Road running from the City Limits of Burns, Oregon, up said road commonly known as the Emigrant Creek Road with its intersection with the Edward Hines Company Logging Road and hereinafter more particularly described, and

WHEREAS, THE UNITED STATES OF AMERICA, through one of its agencies, to-wit: UNITED STATES AIR FORCE, has offered to [illegible], maintain, and upkeep said road, and

WHEREAS, it is desirable that said road should be maintained [illegible] and the same constitutes a good and sufficient consideration for the execution of this deed.

NOW THEREFORE, in consideration of the covenants herein contained and hereinafter mentioned, the COUNTY OF HARNEY, STATE OF OREGON, has granted, bargained, sold and conveyed, and by these presents does grant, bargain, sell and convey unto the said Grantee and its assigns, all of the following bounded and described real property situated in Harney County, State of Oregon, to-wit:

**Parcel 1** A parcel of land lying in Sections 3, 4, 9, 16 and 17, Township 23 South, Range 30 E.W.M., Harney County, Oregon; the said parcel being a strip of land extending from a line at right angles to the center line of the re-

# COUNTY DEED

THIS INDENTURE, Made this 16th day of March, 1960, by and between HARNEY COUNTY, OREGON, a political subdivision of the State of Oregon, and THE UNITED STATES OF AMERICA (UNITED STATES AIR FORCE), hereinafter called the Grantee, and

WHEREAS, HARNEY COUNTY, OREGON, is the owner of the within described real property, which real property consists of the County Road running from the City Limits of Burns, Oregon, up said road commonly known as the Emigrant Creek Road with its intersection with the Edward Hines Company Logging Road and hereinafter more particularly described, and

WHEREAS, THE UNITED STATES OF AMERICA, through one of its agencies, to-wit: UNITED STATES AIR FORCE, has offered to [illegible], maintain, and upkeep said road, and

WHEREAS, it is desirable that said road should be maintained [illegible] and the same constitutes a good and sufficient consideration for the execution of this deed.

NOW THEREFORE, in consideration of the covenants herein contained and hereinafter mentioned, the COUNTY OF HARNEY, STATE OF OREGON, has granted, bargained, sold and conveyed, and by these presents does grant, bargain, sell and convey unto the said Grantee and its assigns, all of the following bounded and described real property situated in Harney County, State of Oregon, to-wit:

**Parcel 1**

A parcel of land lying in Sections 3, 4, 9, 16 and 17, Township 23 South, Range 30 E.W.M., Harney County, Oregon; the said parcel being a strip of land extending from a line at right angles to the center line of the relocated Radar Access Road at Station 56+03.86 to the East line of said Section 3, said strip of land being variable in width, lying on each side of said center line, which center line is described as follows:

Beginning at Engineer's center line Station 45+66.17, said Station being 490.26 feet North and 342.69 feet West of the South quarter corner of said Section 17; thence North 22° 10' West, 1037.69 feet; thence on a spiral curve right (the long chord of which bears North 17° 22' 09" West) 240 feet; thence on a 477.46 foot radius curve right(the long chord of which bears North 15° 05' 45" East) 447.71 feet; thence on a spiral

The widths in feet of the strip of land above referred to are as follows:

| Station | to Station | Width on Northerly Side of Center Line | Width on Southerly Side of Center Line |
|---|---|---|---|
| 323+79.40 | 330+00 | 60 feet | 40 feet |
| 330+00 | 335+00 | 60 feet | 50 feet |
| 335+00 | 350+00 | 40 feet | 40 feet |
| 350+00 | 356+79.74 | 40 feet | 50 feet |
| 356+79.74 | 362+54.69 | 40 feet | 40 feet |
| 362+54.69 | 363+50 | 25 feet | 40 feet |
| 363+50 | 377+57.03 | 30 feet | 30 feet |
| 377+57.03 | 380+78.46 | 30 feet | 40 feet |

**Parcel 6** Thence beginning at Engineer's Station 380+78.46; thence South on the center line of the County Road a distance of 2810 feet more or less to a point 30 feet East from the Southwest corner of the Northwest Quarter of the Southwest Quarter (NW¼SW¼) of Section 6, Township 23 South, Range 31, EWM, said portion of County Road being 60 feet in width and said point being to the boundary of the City Limits of the City of Burns, Harney County, Oregon.

All of the above described parcels of land in consideration of the conveyance herein and to the grantee are subject to the following conditions:

1. The Grantee agrees to ~~pave~~, maintain, and keep in repair at its sole cost the above described road.
2. The public shall have a free and untrammeled use thereof at all times.
3. In the event that the United States of America (United States Air Force) abandons the present Radar Site and wholly and completely fails to use the land upon which the present site is now situated as an Air Force Base or similar governmental activity, then and in that event, the said described real property shall revert and revest to Harney County, Oregon, without any further action or instruments of any kind or nature whatsoever.

**TO HAVE AND TO HOLD** the above granted and described premises unto the said Grantee and unto its assigns forever as fully and completely as the said Harney County, Oregon can by virtue of the premise convey the same.

**IN WITNESS WHEREOF**, HARNEY COUNTY, OREGON, has caused these presents to be executed by its County Court this 16 day of March, 1960.

HARNEY COUNTY, OREGON

COUNTY JUDGE

COUNTY COMMISSIONER

COUNTY COMMISSIONER

FORM E-123-X 50M 6-50

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
C. G. SWENSON

January 7, 1960

Mr. A. W. Galbraith, Superintendent
Warm Springs Indian Agency
Warm Springs, Oregon

File 25881
Radar Access Road
Harney County

Dear Mr. Galbraith:

Our records do not indicate that we have ever received a copy of the permit issued to Harney County by you for the Radar Access Road revision through the Indian lands in Section 1, Township 23 South, Range 30 East, W. M., as requested by our letter of November 20, 1959. We are wondering if our letter of November 20 was sufficiently clear, or if you have enough information to complete the transaction. We would appreciate it very much if you would be so kind as to send us another copy of your permit, as undoubtedly the one you have already forwarded was misdirected to some other division of the Highway Department in this building. Will you please send it to this office, directed to the attention of the writer?

Very truly yours,

EARL F. SALING
Right of Way Office Manager

EFS:ls

cc: Harney County Court
Burns, Oregon
cc: Clarence Swenson
County-City Relations Engineer

RECEIVED
JAN [illegible] 1960
ENGINEER
COUNTY & CITY RELATIONS

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
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NOTED
C. G. SWENSON

November 20, 1959

Mr. A. W. Galbraith, Superintendent
Warm Springs Indian Agency
Warm Springs, Oregon

File 25881
Radar Access Road
Harney County

Dear Mr. Galbraith:

In accordance with your request of November 6, 1959, we are enclosing three tracings and four prints of Drawing 1R-3-1134, dated November, 1956. This drawing was revised in August, 1957 to show lot numbers, location of houses, etc. It was revised in April, 1958 to reduce the width of the right of way to 25 feet on the North side of the center line through a portion of lot 15.

Our file does not indicate that there was any change made at the curve near Station 377, which you referred to in your letter. If our information is not complete, will you please show the change on the extra print enclosed and return it to this office?

Also enclosed are two copies of the "Affidavit of Completion of Project". We trust that that these tracings, prints and affidavit will enable you to complete your file. Will you please give us a copy of the permit issued to Harney County?

Very truly yours,

EARL F. SALING
Right of Way Office Manager

WO:ls
Encls. 3 tracings, five prints,
2 copies Affidavit of Completion

cc: Harney County Court
(With copy of Affidavit)
cc: County-City Relations Dept.
cc: A. F. Parson
(With 1 print, 1 copy Affidavit)

RECEIVED
NOV [illegible] 1959

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

File 25881
Radar Access Road
Harney County

## AFFIDAVIT OF COMPLETION OF PROJECT

State of Oregon ) ss.
County of Marion )

I, Tom Edwards, being duly sworn, state that I am the construction engineer of the Oregon State Highway Department; that the Harney County Radar Access Road has been constructed under my supervision from Station 330+00 to Station 380+78.46, a distance of 0.9618 mile; that the construction on the project was commenced on September 30, 1957, and completed on October 24, 1958; and that such construction conforms to the location shown on the revised map which was presented to A. W. Galbraith, Superintendent of the Warm Springs Indian Agency, in April, 1958.

Tom Edwards /s/
Tom Edwards, Construction Engineer
Oregon State Highway Department

Sworn and subscribed to before me this 20th day of November, 1959.

( S E A L )

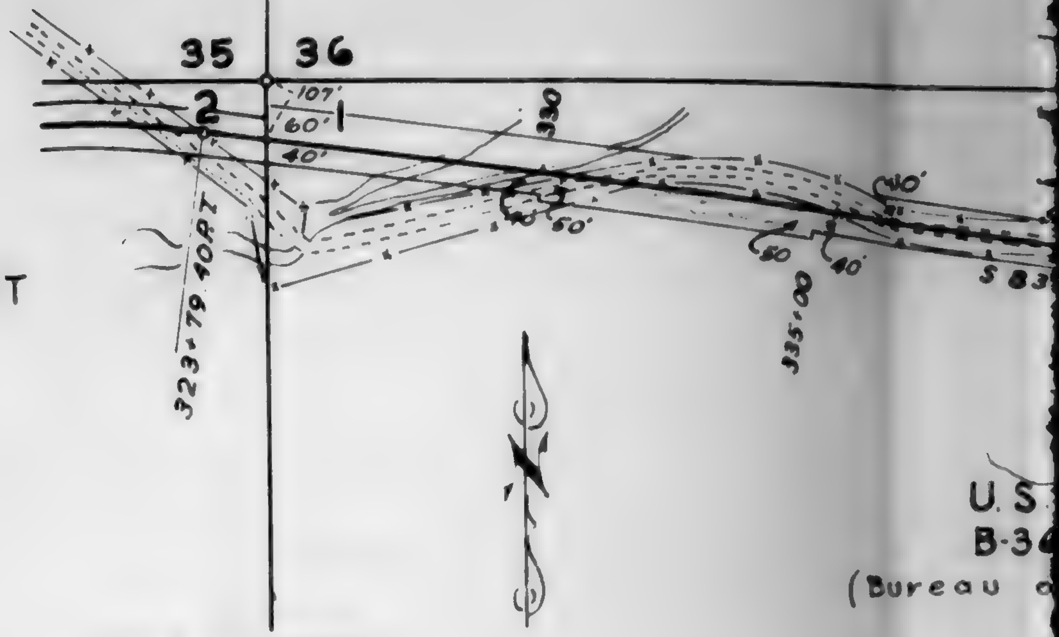
Floyd A. Query /s/
Floyd A. Query
Notary Public for Oregon
My Commission expires: April 19, 1961.

I, Floyd A. Query, do hereby certify that I am the secretary of the Oregon State Highway Commission, hereinafter designated the "applicant"; that the portion of the Harney County Radar Access Road from Station 330+00 to Station 380+78.46, a distance of 0.9618 mile, was actually constructed as set forth in the foregoing affidavit of Tom Edwards, Construction Engineer; that in its construction the Oregon State Highway Department did not deviate from the location shown on the map presented to A. W. Galbraith, Superintendent of the Warm Springs Indian Agency, in April, 1958, and that the applicant has in all things complied with the requirements of the act of Congress approved February 5, 1948, granting rights of way for highways over Indian Lands of the United States.

OREGON STATE HIGHWAY COMMISSION

COMMISSION SEAL

By Floyd A. Query /s/
Floyd A. Query, Secretary



OREGON STATE HIGHWAY DEPARTMENT

Application Map for

# RIGHT OF WAY
through
# INDIAN LANDS
on the
# RADAR ACCESS ROAD

HARNEY COUNTY, OREGON

Scale: 1"=400'    Nov., 1956
Revised Aug. 1957
" April 1958

DRG. NO. IR-3-1134

File No. 25881

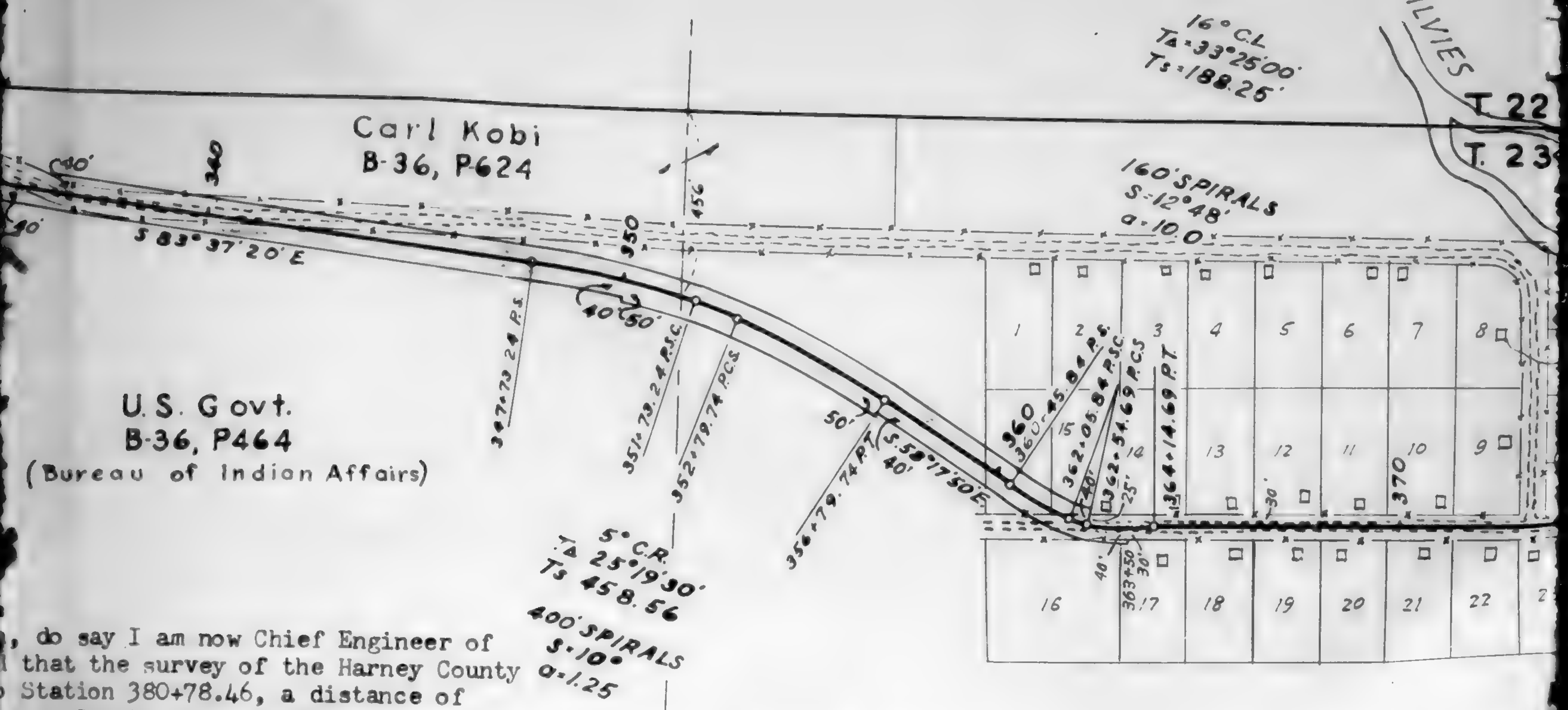
STATE OF OREGON )
) ss
COUNTY OF MARION )

I, W. C. Williams, being duly sworn, do say I a
the Oregon State Highway Commission, and that the su
Radar Access Road from Station 330+00 to Station 380
0.9618 miles, was made under my direction as Deputy
and as Chief Engineer of Oregon State Highway Commis
of Public Roads in behalf of the applicant, Harney C
by the Bureau of Public Roads; that said survey was
April, 1956 and was completed on the 24th day of Aug
represented hereon.

W. C. WILLIAMS
Chief Enginee
Oregon State

Subscribed and sworn before me this 6th d

H. Berna
Notary Public
My Commission


SILVIES
T. 22
T. 23
16° C.L.
Δ = 33°25'00"
Ts = 188.25'
160' SPIRALS
S = 12°48'
a = 10.0
Carl Kobi
B-36, P624
U.S. Govt.
B-36, P464
(Bureau of Indian Affairs)
S 83°37'20" E
S 58°17'50" E
340
350
360
370
456'
40'
50'
347+73.24 P.S.
351+73.24 P.S.C.
352+79.74 P.C.S.
356+79.74 P.T.
360+45.84 P.S.
362+05.84 P.S.C.
362+54.69 P.C.S.
364+14.69 P.T.
363+50
25'
30'
5° C.R.
Δ 25°19'30"
Ts 458.56
400' SPIRALS
S = 10°
a = 1.25
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22

, do say I am now Chief Engineer of
that the survey of the Harney County
Station 380+78.46, a distance of
on as Deputy State Highway Engineer
ighway Commission for the U. S. Bureau
ant, Harney County, Oregon, as requested
survey was started on the 9th day of
day of August, 1956 and is accurately

W. C. Williams
W. C. WILLIAMS
Chief Engineer
Oregon State Highway Commission

6th day of December, 1956

H. Bernard Glaisyer
Notary Public for Oregon
y Commission Expires: Feb. 14, 1959.

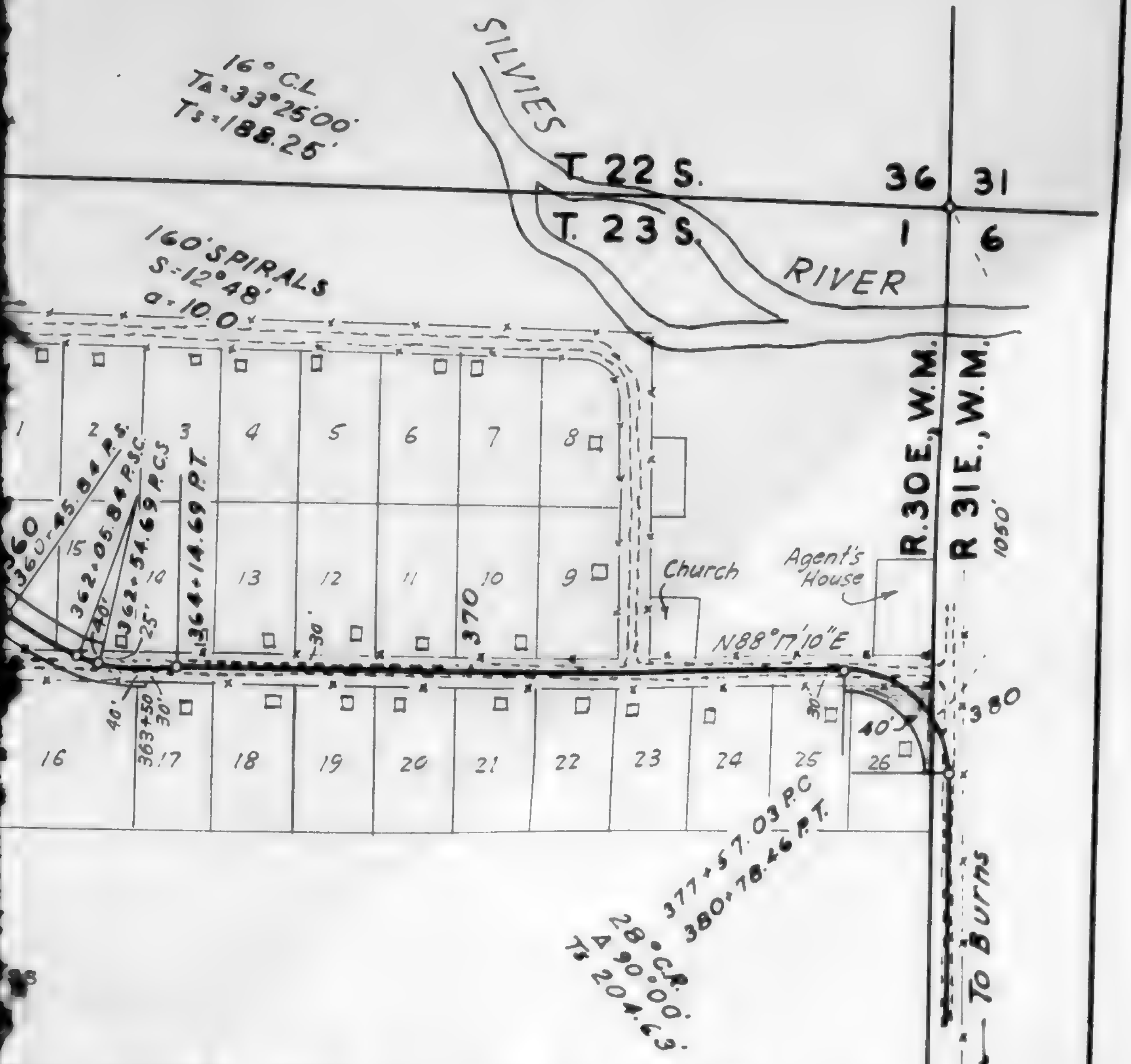
STATE OF OREGON )
) ss
COUNTY OF MARION )

I, H. B. Glaisyer, do hereby certify that I am the S
Oregon State Highway Commission and that W. C. Williams,
the foregoing affidavit, was at the beginning of this surv
Highway Engineer and is now Chief Engineer of the Oregon
Commission; that the survey of the Radar Access Road as a
sented on this map was made by the Oregon State Highway C
the survey was requested by the U. S. Bureau of Public Ro
1956 for said Harney County Radar Access Road and that th
prepared to be filed for the approval of the Bureau of In
order that the applicant, Harney County, Oregon, may obta
of the act of Congress of February 5, 1948 (62 Stat. 17;

OREGON STATE HIGHW

By H. B. Glai
H. B. Glaisyer

IR-3-1134


16° C.L
TΔ=33°25'00"
Ts=188.25'
SILVIES
RIVER
T. 22 S.
T. 23 S.
36
31
1
6
160' SPIRALS
S=12°48'
a=10.0
1
2
3
4
5
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7
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23
24
25
26
360
360+45.84 P.S.
362+05.84 P.S.C.
362+54.69 P.C.S.
364+14.69 P.T.
363+50
370
380
40'
30'
25'
Church
Agent's House
N88°17'10"E
R. 30 E., W.M.
R. 31 E., W.M.
1050'
377+57.03 P.C.
380+78.46 P.T.
28° C.R.
Δ90°00'
Ts 204.63
To Burns

as

yer, do hereby certify that I am the Secretary of the y Commission and that W. C. Williams, who subscribed avit, was at the beginning of this survey Deputy State d is now Chief Engineer of the Oregon State Highway e survey of the Radar Access Road as accurately repre- was made by the Oregon State Highway Commission; that ested by the U. S. Bureau of Public Roads on March 19, y County Radar Access Road and that this map has been d for the approval of the Bureau of Indian Affairs in icant, Harney County, Oregon, may obtain the benefits ss of February 5, 1948 (62 Stat. 17; 25 U.S.C. 323-328).

OREGON STATE HIGHWAY COMMISSION

By H. B. Glaisyer
H. B. Glaisyer, Secretary

RECEIVED
V - 4 1959
FOR FILING

BAD 6(2)

5038

November 4, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

578

Re: Burns Air Force
Station Access Road
Contract No. 5038
Project B-AD-6(2)
Harney County

Dear Sir:

Reference is made to your letter of October 7 inquiring as to the intent of the Harney County Court with respect to further construction or maintenance of the surfacing on the subject-named project which was completed in September 1958.

Judge Craddock has advised us that they are currently negotiating with the Air Force to turn this section of road over to them for further construction. This plan contemplates that the Air Force will construct either an oil mat of an asphaltic concrete pavement on this section. He stated that the plan had been approved by the County Court and the local Air Force authorities and was currently being reviewed by the Headquarters Office of the Air Force at Spokane.

The Judge felt quite confident that the agreement would be approved but should this plan fail to materialize, its only alternative would be to use a clay filler to set up the present loose material. He has said that he will keep us advised as to the progress of the negotiations.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

LHY:fp fn

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OREGON
WASHINGTON
1959
FOR FILING

[illegible] (2)

5038

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

408 State Highway Bldg.
Salem, Oregon

When replying, refer to
08-35.4

October 7, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Burns Air Force Station Access Road
Project R-AD-6(2)
Harney County

Dear Sir:

Recently Mr. E. H. Cowan, District Engineer and Mr. L. C. Jensen, Area Engineer made a maintenance inspection of the above named project. This project was completed in September, 1958 with a crushed rock surface 10" thick of 1"-0" material.

The roadway surface has become loose and does not present the appearance that it did when the project was brought to completion with watering, motor grader and roller work.

We should like to inquire what plans Harney County may have in mind to correct the unstable condition. It appears that suitable fines could be incorporated with the loose rock. This would not be advisable if the county has any plans to oil the road. Apparently the quarry used to produce the crushed surfacing had only the minimum amount of fine material. As observed, the roadway surface westerly of the quarry site is fairly tight while easterly the surface is very loose.

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan

By: E. H. Cowan
Acting Division Engineer

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1959

NOTED
P. M. STEPHENSON

RECEIVED
MAR 1959
NOTE
W. C. WILLIAMS
FOR FILING

W.C.W.

March 16, 1959

Contract #5038

R-A[illegible]

### FINAL COST ANALYSIS
Burns Airforce Station Access Road
Grading & Surfacing
Contractor - F. L. Somers
Resident Engineer - L. C. Johnson

Prefix 213-1036
Project R-AD 6(2)

5035

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| Clearing and Grubbing | 100% | All | $12,000.00 | $ | $ 8,616.91 | $ 12,000.00 |
| Drainage Excavation | 196.32 | Cu.Yd. | 3.00 | 2.00 | 390.95 | 588.96 |
| General Excavation | 93,145.8 | Cu.Yd. | .60 | .58 | 53,671.16 | 55,887.48 |
| Short Overhaul | 110,030.5 | Yd.Sta. | .01 | .01 | 1,137.61 | 1,100.31 |
| Long Overhaul | 431.9 | C.Yd.Sta. | .50 | .48 | 208.18 | 215.95 |
| Finish Roadbed & Slopes | 5.92 | Mile | 500.00 | 486.90 | 2,882.45 | 2,960.00 |
| Rounding Cutbanks | 11,835 | Lin.Ft. | .20 | .19 | 2,287.70 | 2,367.00 |
| 12" Corr. Metal Pipe | 206 | Lin. Ft. | 4.00 | 3.27 | 673.30 | 824.00 |
| 18" Corr. Metal Pipe | 1,268 | Lin.Ft. | 5.00 | 4.49 | 5,694.50 | 6,340.00 |
| 24" Corr. Metal Pipe | 170 | Lin.Ft. | 7.00 | 6.33 | 1,076.84 | 1,190.00 |
| 36" Corr. Metal Pipe | 116 | Lin. Ft. | 12.00 | 11.30 | 1,310.92 | 1,392.00 |
| 48" Corr. Metal Pipe | 144 | Lin.Ft. | 16.00 | 14.32 | 2,062.69 | 2,304.00 |
| 58" Arch Type Corr. Metal Pipe | 112 | Lin.Ft. | 25.00 | 20.07 | 2,247.36 | 2,800.00 |
| 1"-0 Rock in Surfacing | 37,817 | Cu.Yd. | 1.85 | 2.25 | 90,085.72 | 69,961.45 |
| Sprinkling | 1,970.5 | M/Gal. | 3.00 | 2.44 | 4,815.53 | 5,911.50 |
| PA#1 1"-0 Crushed Rock in Stockpile | 908.16 | Cu.Yd. | 1.85 | 2.12 | 1,935.88 | 1,680.10 |
| Screen Rejects on Road | 198 | Cu.Yd. | .25 | .25 | 49.50 | 49.50 |
| Hauling Screen Rejects on Road | 297 | Yd.Mile | .12 | .12 | 35.64 | 35.64 |
| Force Account | | | | | 2,581.74 | 2,780.78 |
| | | | | | $181,764.58 | $170,388.67 |

| | |
|---|---|
| Gross Revenue | $170,388.67 |
| Total Cost | $181,764.58 |
| Loss | $ 11,375.91 |

Net Loss Equals 6.7% of Gross Revenue.

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MAR 1 6 1959
OFFICE OF
STATE HIGHWAY ENGINEER

# DETAIL OF COSTS

| | | |
|---|---|---|
| Supervision | $ 8,141.00 | |
| Labor | 62,317.09 | |
| Labor Insurance | 5,572.84 | |
| Health and Welfare | 2,070.44 | $ 78,101.37 |

MATERIALS:

| | | |
|---|---|---|
| 12" Corr. Metal Pipe 206' at $ 2.17 | $ 447.02 | |
| 12" Corr. Metal Bands 5 at $ 2.17 | 10.85 | |
| 18" Corr. Metal Pipe 1,268' at $ 3.03 | 3,842.04 | |
| 18" Corr. Metal Bands 34 at $ 3.03 | 103.02 | |
| 24" Corr. Metal Pipe 170' at $ 4.72 | 802.40 | |
| 24" Corr. Metal Bands 6 at $ 4.72 | 28.32 | |
| 36" Corr. Metal Pipe 116' at $ 9.25 | 1,073.00 | |
| 36" Corr. Metal Bands 4 at $ 9.25 | 37.00 | |
| 48" Corr. Metal Pipe 144' at $12.56 | 1,808.64 | |
| 48" Corr. Metal Bands 5 at $12.56 | 62.80 | |
| 58"X36" Corr. Metal Arch Type Pipe 112' at $13.48 | 1,509.76 | |
| 58"X36" Corr. Metal Bands 4 at $13.48 | 53.92 | |
| Redi-Mix Concrete 13 Cu.Yd. at $29.25 | 380.25 | |
| Metal Cattle Guards 4 - 7½'X10' | 752.00 | |
| End Wings for Cattle Guard 2 sets | 67.00 | |
| Steel and Wire | 128.71 | $ 11,106.73 |

**EQUIPMENT RENTAL** & MISCELLANEOUS SUPPLIES:

| | | |
|---|---|---|
| Equipment Rental Owned | $55,387.48 | |
| Equipment Rental Hired | 1,693.02 | |
| Gas, Oil and Grease | 11,182.27 | |
| Bond | 910.26 | |
| P.U.C. | 481.65 | |
| P.L. and P.D. Insurance | 880.73 | |
| Explosives | 7,210.23 | |
| Small Tools and Miscellaneous Supplies | 575.50 | |
| Freight and Cartage | 10,500.00 | |
| Home Office and General Overhead | 3,735.34 | $ 92,556.48 |
| | | $181,764.58 |

Burns Airforce Station Access Road
Contract #5038

REMARKS:

This was a Federal Access Road Project calling for the grading and surfacing of 6.87 miles of roadway on the Burns Airforce Station Access Road Project on the Burns Mountain Road in Harney County.

The contract was bid and awarded September 12, 1957. Work started September 30, 1957, and the project was completed October 24, 1958.

The contractor moved in one D-8 cat and dozer, one TD-24 Cat and dozer and a crew of three men September 30 and started the clearing and grubbing which required approximately 2½ months. A good profit was realized on this item.

The excavation consisted mostly of common material with a few rock cuts that required drilling and shooting and some material which had to be ripped. Other equipment used included two S-18 Euclid scrapers, one D-8 push cat, compressor, wagon drill, one 3/4 cubic yard shove. Good progress was made on the excavation, realizing a fair profit.

The contractor started drilling in the State-owned quarry, located approximately 0.2 mile northerly from the highway at Station 98+20, with a compressor and a wagon drill on November 28, 1957. The weather hampered the drilling, permitting workfor only 2 to 3 days per week. The quarry was shot in January, 1958, the rock breaking in large pieces, requiring considerable secondary shooting. This increased the quarry costs.

The crushing plant was moved in and setup May 22, 1958 and crushing was started May 26, 1958. Equipment used was: one portable crushing plant, one dumpter, one 3/4 cubic yard shovel, three 16 cubic yard bottom dump trucks, one cat #12 grader and one roller. Slow progress was made on the rock crushing due to the labor strike in May for one week and the operator's strike in July for seven weeks, also due to the large rock that required reshooting. A total of 38,725 cubic yards of rock was crushed in 500 hours for an average of 77 cubic yards per hour which was a fair production for this type of crushing plant.

The contractor had good equipment with fair supervision, but low bid prices resulted in a loss.

M. N. Juve
Chief Cost Analyst

By

George Kayser

NOTED
V. R. JONES

NOTED
C. G SWENSON

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

NOTED
JOHN D. GRAHAM

February 19, 1959

Hon. C. W. Craddock
County Judge
Courthouse
Burns, Oregon

Dear Judge Craddock:

The Right-Of-Way Division wishes to close their files on the Burns Radar Station Access Road project.

Would you please advise this office of the status of negotiations with the Bureau of Indian Affairs. Anything you could do to complete these transactions would be greatly appreciated.

Thank you for your cooperation in this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

CGS:cg
cc: Mr. Earl Saling

FORM E-30 50M 6-58 13046

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Avers

Salem, Oregon
February 11, 1959

SUBJECT: File No. 25881
Radar Access Road County Road
U. S. Government
(Bureau of Indian Affairs)

To: C. G. Swenson
County & City Relations Engineer
OFFICE

This is a tracer on our Harney County Radar Access Road file in order to question the file's status. Please see our letter of December 5, 1958 to you. We only wish to close our files and will again trace about the first of May if confirmation is not received before then.

E F Saling
EARL F. SALING
Right of Way Office Manager

EFS:sm

RECEIVED
FEB 13 1959
ENGINEER
COUNTY & CITY RELATIONS

FORM E-30 50M 6-56 13046

NOTED
Harold C. Ayers

NOTED
V. R. JONES

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 5, 1958

SUBJECT: File No. 25881
Radar Access Road
County Road
U. S. Government
(Bureau of Indian Affairs)

To: C. G. Swenson
County & City Relations Engineer
OFFICE

Our Harney County Radar Access Road file does not show that this has ever been completed. Next time you contact Harney County will you please ask them the status of this transaction. We would like to show it closed on our files. We understand however, that it has all been completed.

Earl F. Saling
EARL F. SALING,
Right of Way Office Manager

EFS:if

cc: R. L. Porter

Send copy of petition
& contract to Court

All deeds secured
except Indian Service

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DEC [illegible] 1958
ENGINEER
COUNTY & CITY RELATIONS

NOTED
[illegible]

RECEIVED
FEB 18 1959
FOR FILING

files

OREGON STATE HIGHWAY DEPARTMENT
(date)

Feb. 16, 1959

| | | | |
|---|---|---|---|
| (CONTRACT NO.) P. D. 6(2) | (EST. NO.) | (CONTRACTOR) | |
| 5038 5038 | 12 final | F. L. Somers | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 3252 | H236449 | $ 5,198.70 | 2/16/59 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified completion date: 150 workdays from 10-1-57

Time Extensions: None

Completion Date: Oct. 24, 1958

Date Accepted: Dec. 11, 1958

Penalties: None of record

Claims: None of record

Remarks:

---

Date: Feb. 17, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
Secretary

Warrant Mailed: FEB 17 1959

Jc

NOTED ON CARD

RECEIVED
FEB 9 1959
FOR FILING

[illegible]

5038

A

Feb. 6, 1959

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 5038, for grading and surfacing on the Burns Airforce Station Access Road Section of the Burns Mountain Road in Harney County was completed by the contractor, F. L. Somers, on Oct. 24, 1958, and was formally accepted by the Highway Commission on Dec. 11, 1958.

Final payment in the amount of $5,198.70 will be released to the contractor on or after February 16, 1959. The total contract amount is $170,388.67, of which amount $2,780.78 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cn

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
Cln

Form E-1--10M--7-57

R-AD-6 (2)
5038

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 1, 1958

Section Burns Air Force Station Access Road
Kind of work Grading and Surfacing
Highway Burns Mountain Rd. County Harney
Section prefix 213-1036 R-AD-6 (2)
Contractor F. L. Somers
Contract number 5038
Date of contract September 12, 1957
Specified work days 150
Date work started September 30, 1957
Work days used 129
Project authorization $202,123.13
Exclusive of engineering $187,749.93
Per cent of time elapsed 86 %
Estimated cost of completed project, exclusive of engineering $187,749.93
Estimated per cent overrun or underrun 00 %
Per cent of contract completed, based on total contract price 95 %
Engineering authorization $14,373.20
Engineering cost to date $14,535.38, 101.1 %
Date project was completed OCT 24, 1958

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor is moving equipment from project and should have all equipment moved some time next week.

Work on Semi-final being carried on and should be completed by November 15, 1958.

Final Report this project.

CONSTRUCTION DIVISION
RECEIVED
NOV 3 1958

Noted
M. N. Juve

NOTED
C. E. PAULSEN

NOTED-- E ACE B K COE

Signed C. Johnson
Address 252 S. Date Ave, Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 5146

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 5.92 | 6.87 | | | |
| Miles partially completed | 5.92 | 6.87 | | | |
| Miles completed | 5.92 | 6.87 | | | |
| Total estimated quantities (contract) | 102,000 | 41,000 | | | |
| Total quantities corrected to date | 93,091.7 | 37,817 | | | |
| Estimated quantities moved or placed to date | 93,091.7 | 37,817 | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | 1 | | | |
| Hours per shift | | 8 | | | |
| Average force on project for week | | 5 | | | |

Men 2

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons 1

Men and tractors 1

Equipment used during week: Shovels ........, Power graders ........, Rollers ........, Mixers ........, Crushing or screening plants ........

Compressors ........, Bulldozers 1, Compaction rollers ........, . . . . ........, . . . . ........, . . . . ........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | Clear | None | |
| Tuesday | " | " | |
| Wednesday | " | " | |
| Thursday | " | " | |
| Friday | Pt. Cloudy | " | |
| Saturday | | | |

RECEIVED
JUL 28 1958
FOR FILING

R AD-6(2)

5038

July 23, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering construction of cattle guards on the Burns Air Force Station Access Road Section of the Burns Mountain Road Highway in Harney County, Contract No. 5038, in connection with Federal Aid Project No. R-AD-6(2).

Construction of Cattle Guards at approximate stations 263+00 and 187+00 is provided for under miscellaneous provisions of the contract to be done as extra work. $2,000.00 was included in the project authorization for this work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mms

FORM E-125K 12,500 4-58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
Harold C. Ayers

July 18, 1958

NOTED
V. R. JONES

File No. 25881
Harney County Radar Access
U. S. Government
(Bureau of Indian Affairs)

Mr. C. W. Craddock
Harney County Judge
Burns, Oregon

NOTED
JOHN D. GRAHAM

John F. Hagemann

Dear Sir:

Reference is made to prior correspondence in regard to the Burns Airforce Station Road to the local Indian village, or what we call the Harney County Radar Access Road, East of Burns. We especially refer to your letter of June 9, 1958 to the State Highway Department's County and City Relations Department, wherein you enclosed a note as to the Indian Service's request for 8½ x 11 or 8½ x 10 sketches on each ownership quantum. In this respect, please see your letter of August 28, 1957, to John F. Hagemann.

Our drafting division, in preparing these sketches, disregarded the previous sketches and prepared sketches for the whole project. The three previous sketches forwarded should be disregarded, as the information on these new sketches, especially as to pipe and ditches, will not agree with the prior sketches. These last sketches are correct as they are taken from the construction plans.

We are enclosing seven tracings in duplicate, together with 28 prints. These are labeled as Sheets 1-7 of Drawing No. 1R3-1134. We hope that these will be sufficient to finally have the application processed to completion. If more are needed, please advise.

Very truly yours,

EARL F. SALING
Right of Way Office Manager

RECEIVED
JUL 21 1958

EFS:ls
Encl. 7 tracings in
dupl. & 28 prints

cc: County & City Relations Dept.
Attn: John F. Hagemann
(With 7 prints)
cc: A. F. Parson
(With 7 prints)

OREGON STATE HIGHWAY DEPARTMENT

Application Map For

RIGHT OF WAY through INDIAN LANDS on the

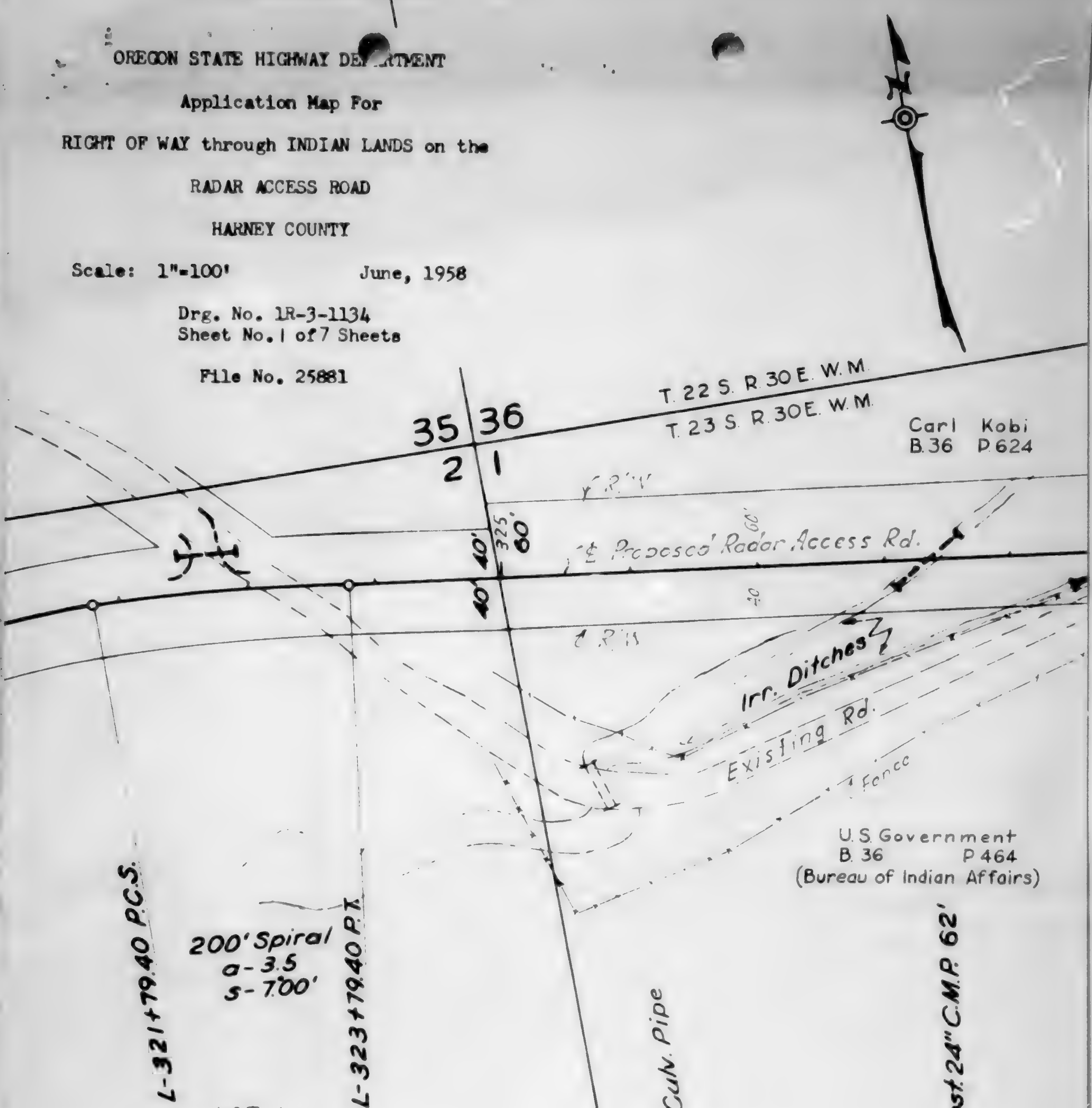
RADAR ACCESS ROAD

HARNEY COUNTY

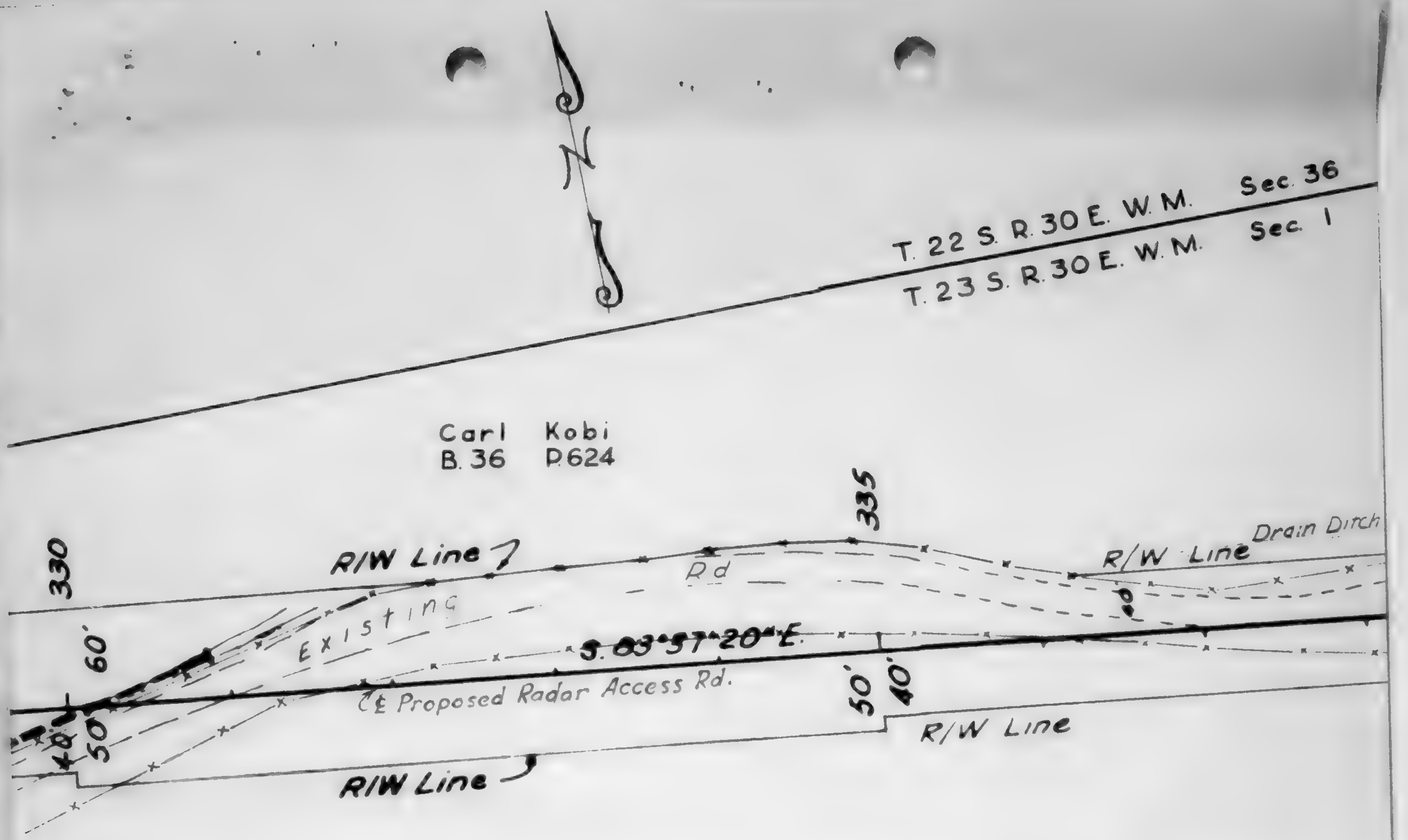
Scale: 1"=100' June, 1958

Drg. No. 1R-3-1134
Sheet No. 1 of 7 Sheets

File No. 25881



T. 22 S. R. 30 E. W. M.
T. 23 S. R. 30 E. W. M.
35
36
2
1
Carl Kobi
B. 36 P. 624
R/W
℄ Proposed Radar Access Rd.
325
40'
60'
40'
60'
40'
R/W
Irr. Ditches
Existing Rd.
Fence
U.S. Government
B. 36 P. 464
(Bureau of Indian Affairs)
L-321+79.40 P.C.S.
L-323+79.40 P.T.
200' Spiral
a-3.5
s-7.00'
LOT 1
Sylvester & Bardwell
B. 56 P477
Exist 48" Culv. Pipe
+30 Inst. 24" C.M.P. 62'



N
T. 22 S. R. 30 E. W. M.
Sec. 36
T. 23 S. R. 30 E. W. M.
Sec. 1
Carl Kobi
B. 36 P. 624
330
335
R/W Line
R/W Line
Drain Ditch
Rd
Existing
60'
S. 83°57'20" E.
40'
50'
℄ Proposed Radar Access Rd.
50'
40'
R/W Line
R/W Line

U.S. Government
B. 36 P. 464
(Bureau of Indian Affairs)

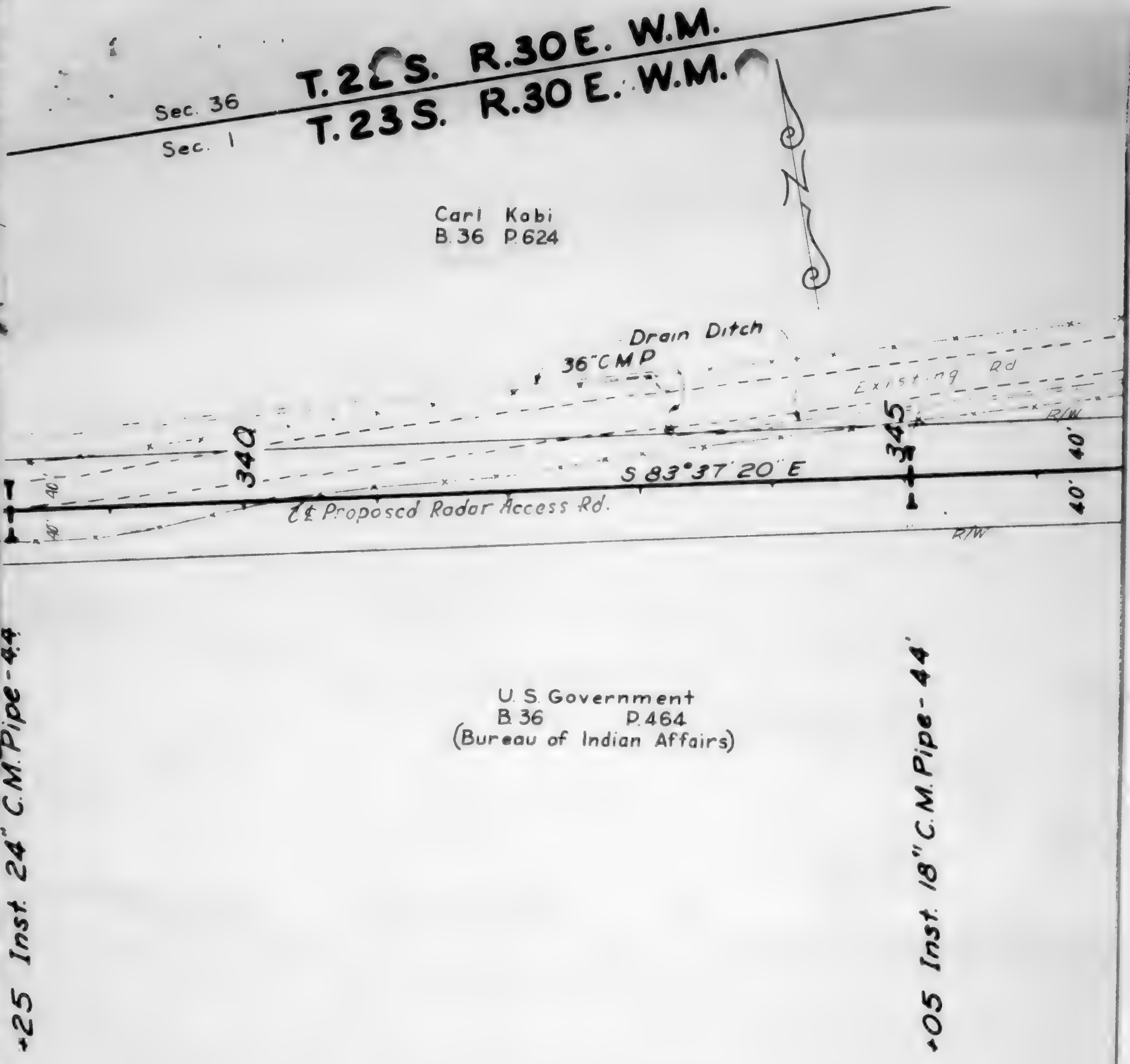
+15 Inst. 48" C.M.P. 150'

RIGHT OF WAY through INDIAN LANDS on the

RADAR ACCESS ROAD

Drg. No. IR-3-1134
Sheet No. 2 of 7 Sheets

File No. 25881

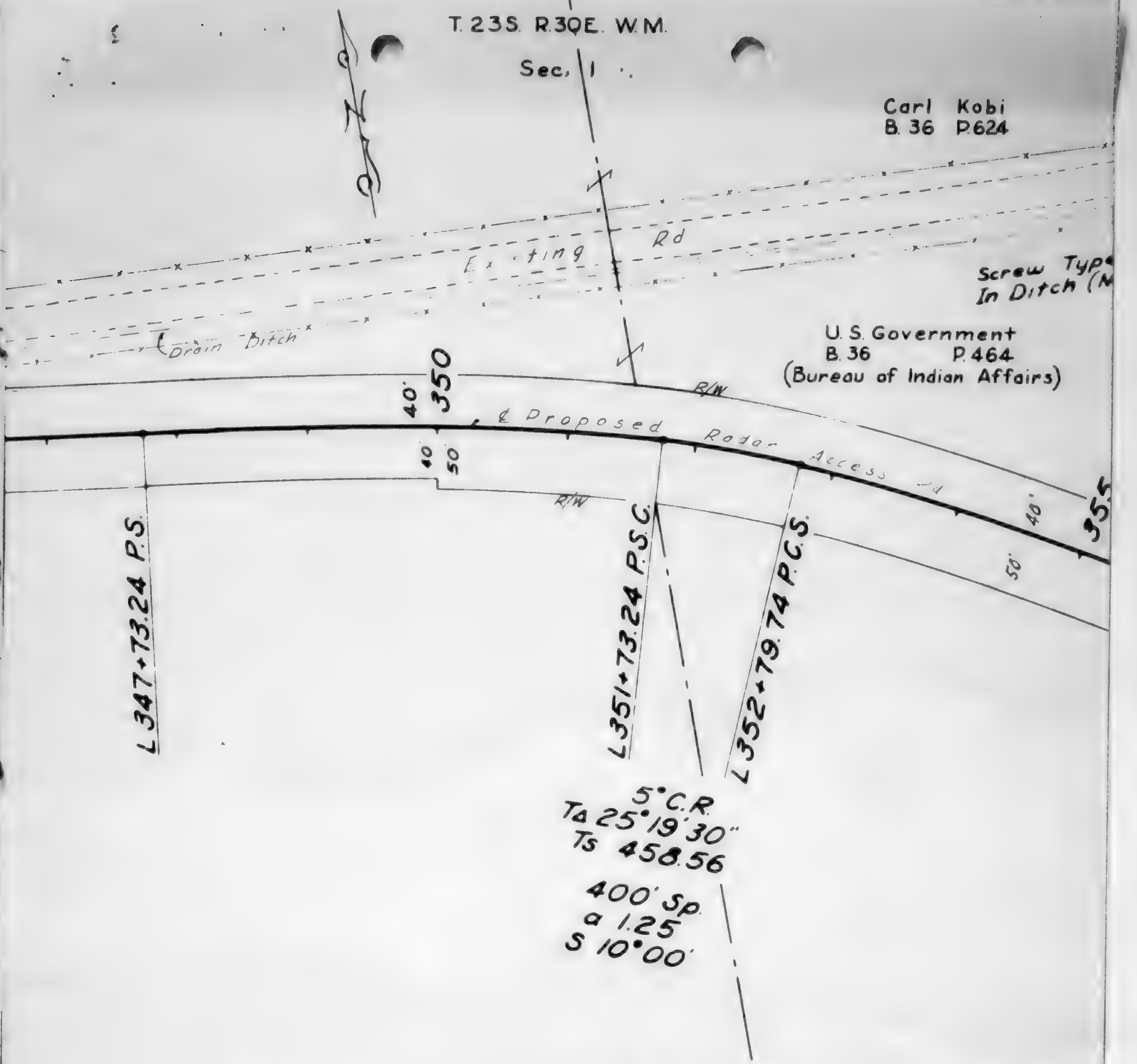

T.22 S. R.30 E. W.M.
Sec. 36
Sec. 1
T.23 S. R.30 E. W.M.
Carl Kobi
B.36 P.624
Drain Ditch
36" CMP
Existing Rd
R/W
340
345
40'
40'
S 83°37'20" E
40'
40'
℄ Proposed Radar Access Rd.
R/W
U.S. Government
B.36 P.464
(Bureau of Indian Affairs)
+25 Inst. 24" C.M.Pipe-44
+05 Inst. 18" C.M.Pipe-44'

RIGHT OF WAY through INDIAN LANDS on the

RADAR ACCESS ROAD

Drg. No. IR-3-1134
Sheet No.3 of 7 Sheets

File No. 25881

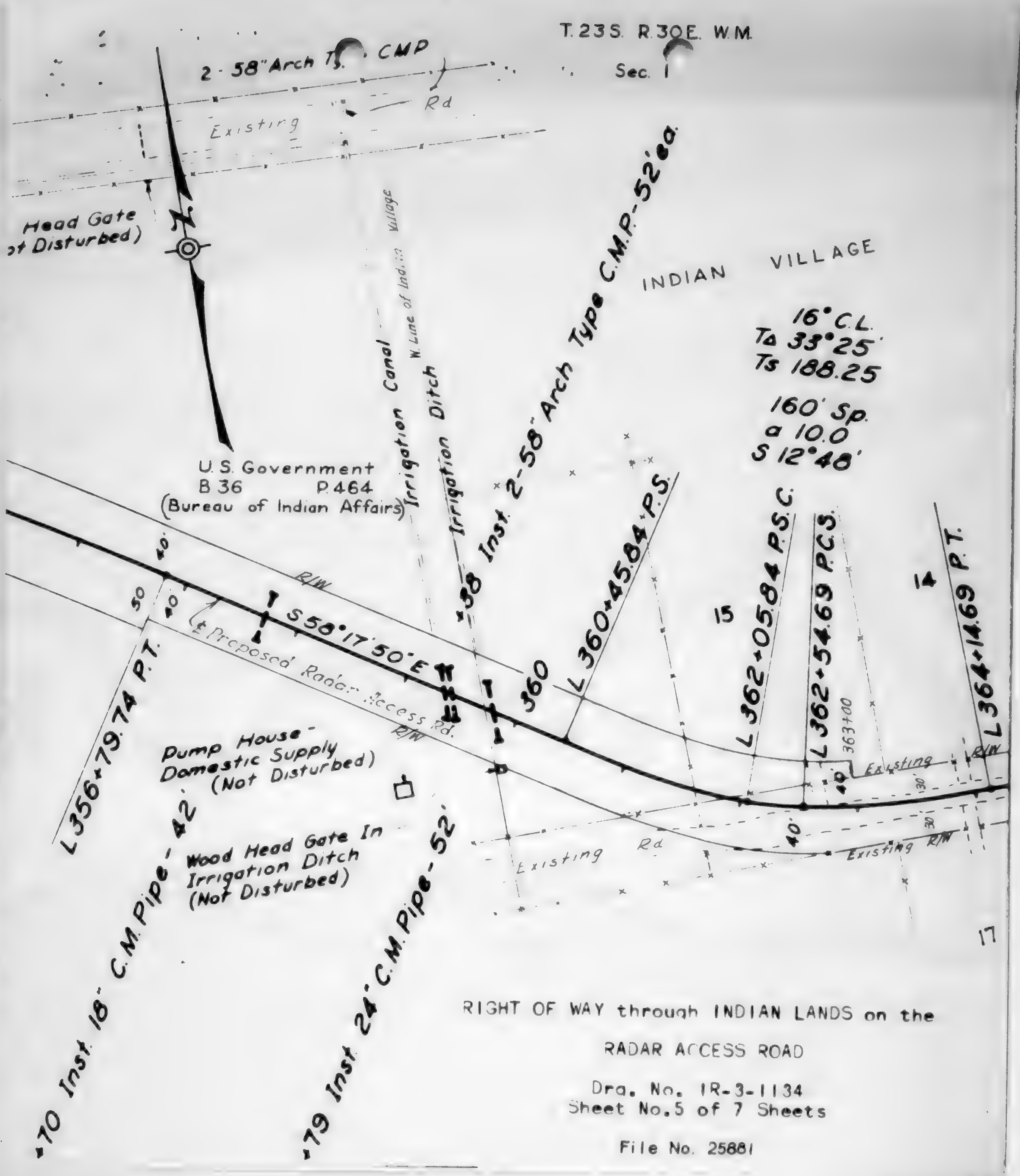

T. 23S. R.30E. W.M.
Sec. 1
Carl Kobi
B. 36 P.624
Existing Rd
Screw Type
In Ditch (N
Drain Ditch
U.S. Government
B. 36 P.464
(Bureau of Indian Affairs)
R/W
350
40'
40
50
℄ Proposed Radar Access Rd
355
40'
50'
L 347+73.24 P.S.
L 351+73.24 P.S.C.
L 352+79.74 P.C.S.
5° C.R.
Ta 25°19'30"
Ts 458.56
400' Sp.
a 1.25
S 10°00'

RIGHT OF WAY through INDIAN LANDS on the

RADAR ACCESS ROAD

Dra. No. IR-3-1134
Sheet No. 4 of 7 Sheets

File No. 25881


T. 23 S. R. 30 E. W.M.
Sec. 1
2 - 58" Arch Ty . CMP
Existing
Rd
Head Gate
ot Disturbed)
Irrigation Canal
W. Line of Indian Village
Irrigation Ditch
Inst. 2-58" Arch Type C.M.P.-52' ea.
INDIAN VILLAGE
16° C.L.
TΔ 33°25'
Ts 188.25
160' Sp.
a 10.0
S 12°48'
U.S. Government
B.36 P.464
(Bureau of Indian Affairs)
R/W
40'
50'
40'
S 58°17'50" E
£ Proposed Radar Access Rd.
R/W
+58
360
L 360+45.84 P.S.
15
L 362+05.84 P.S.C.
L 362+54.69 P.C.S.
363+00
14
L 364+14.69 P.T.
Existing R/W
30'
40'
30'
Existing Rd
Existing R/W
L 356+79.74 P.T.
Pump House - Domestic Supply (Not Disturbed)
Wood Head Gate In Irrigation Ditch (Not Disturbed)
+70 Inst. 18" C.M. Pipe - 42'
+79 Inst. 24" C.M. Pipe - 52'
17

RIGHT OF WAY through INDIAN LANDS on the

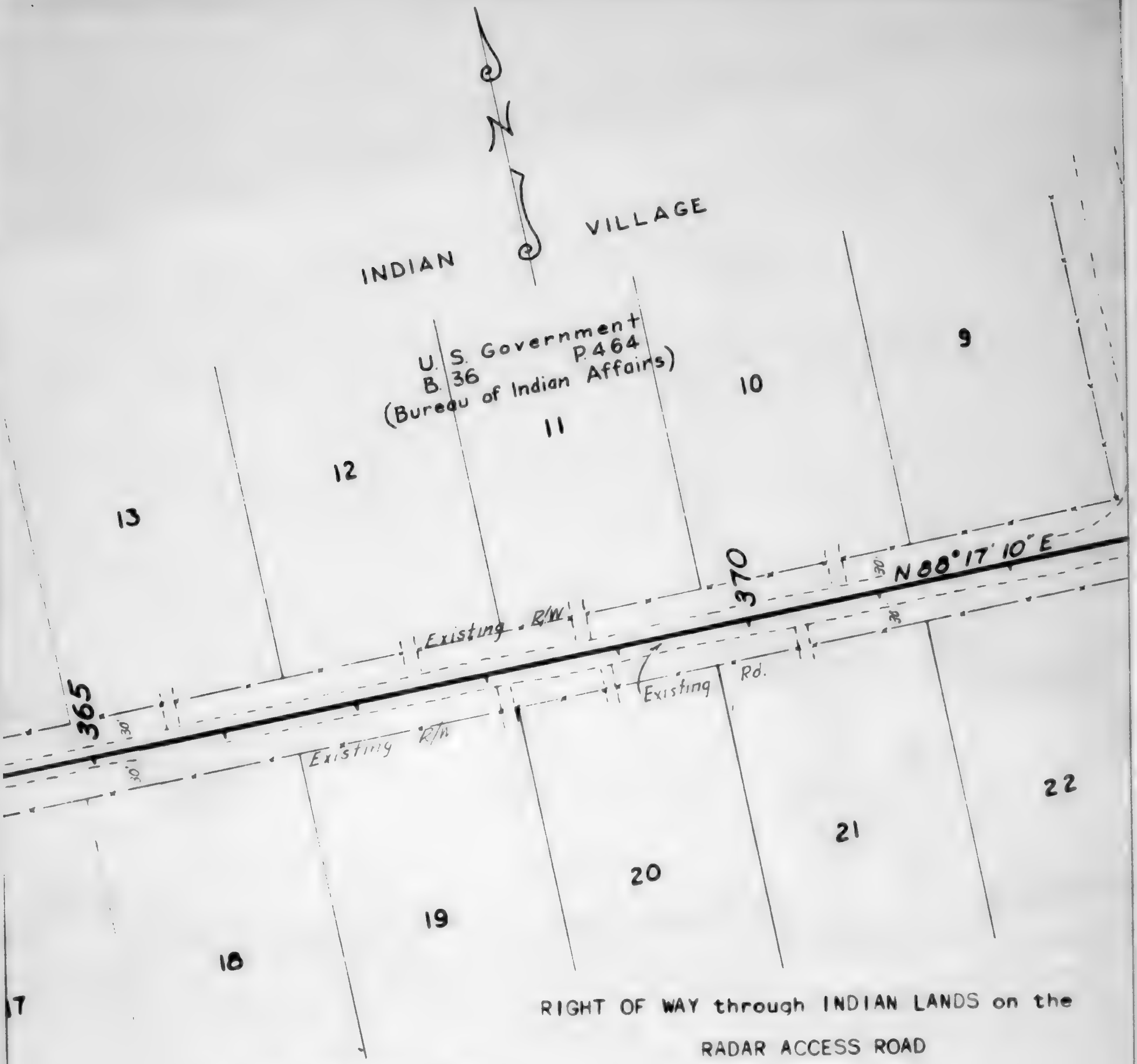
RADAR ACCESS ROAD

Drg. No. 1R-3-1134
Sheet No. 5 of 7 Sheets

File No. 25881

T.23 S. R.30E. W.M.

Sec. 1


N
INDIAN VILLAGE
U.S. Government
B. 36 P.464
(Bureau of Indian Affairs)
13
12
11
10
9
365
370
N 88° 17' 10" E
Existing R/W
Existing Rd.
Existing R/W
30'
30'
30'
30'
17
18
19
20
21
22

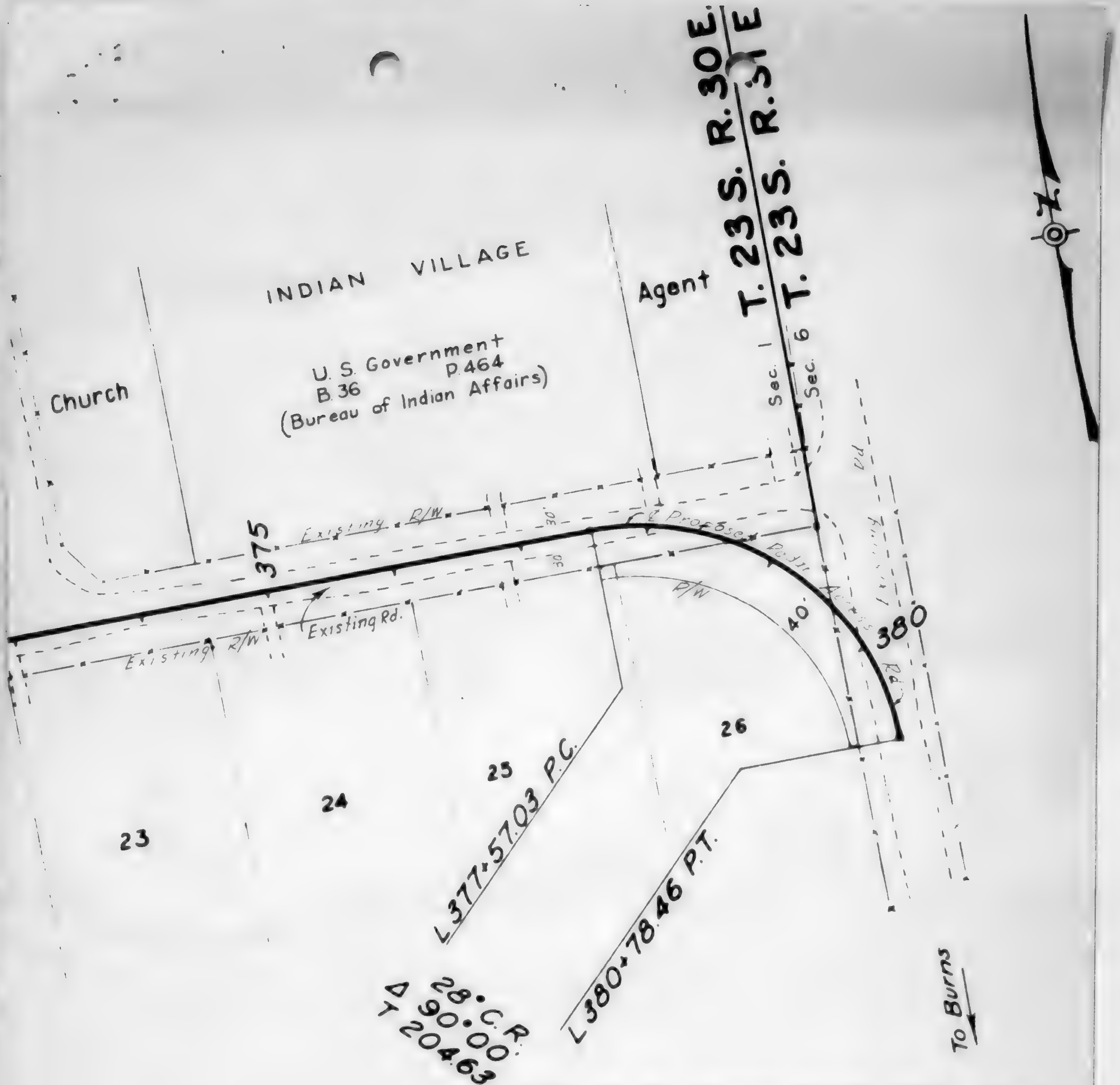
RIGHT OF WAY through INDIAN LANDS on the

RADAR ACCESS ROAD

Drg. No. 1R-3-1134
Sheet No. 6 of 7 Sheets

File No. 25881

Note: No Right of Way
required from Sta. 363+00
to Sta. 377+57.03


T. 23 S. R. 30 E.
T. 23 S. R. 31 E.
INDIAN VILLAGE
Agent
U. S. Government
B. 36 P. 464
(Bureau of Indian Affairs)
Church
Sec. 1
Sec. 6
Existing R/W
Existing Rd.
Existing R/W
375
380
30'
30'
40'
R/W
℄ Proposed Right Access Rd.
Existing Rd.
23
24
25
26
L 377+57.03 P.C.
L 380+78.46 P.T.
28° C.R.
Δ 90°00'
T 204.63
To Burns
N

RIGHT OF WAY through INDIAN LANDS on the

RADAR ACCESS ROAD

Drg. No. IR-3-1134
Sheet No. 7 of 7 Sheets

File No. 25881

FORM E-30X—25M—6-55—86209

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1958

To:
S. H. Probert
Office Engineer
Office

Attention: H. B. Simpson

SUBJECT:
File No. 25881
Radar Access
County Road
Harney County
U. S. Government

RECEIVED
JUL 9 1958

Attached are the seven tracings in duplicate, together with three sketches of each made up recently by your office for the Harney County-Radar Access Road.

In comparing pages 1, 2 and 3 with the previous sketches we note the new sketches are not as much in detail. We hope the Indian Service will be willing to substitute the new sheets.

On the original page one a 24 inch C.M.P. is shown at Station 338+13, 42 feet long. This now appears on new sheet 3 at Station 338+25, 44 feet long. On original sheet 2 the 18 inch C.M.P. is shown at Station 344+56, 48 feet long. On new page 3 the same pipe is shown as 18 foot diameter at Station 345+05, 44 feet long. On original page 3 the 18 inch pipe at Station 357+70 is shown as 44 feet, whereas your new sheet 5 shows the pipe 42 feet. At Station 359+42 two 38 inch arch type C.M.P.'s are shown 56 feet long. The new sketch shows these as 58 inch arch type C.M.P.'s 52 feet long. There is also shown on the original page 3 the West line of the Indian Village. Will you please check over the discrepancies we have noted and write on the carbon copy of this letter which is correct.

This application has gone back and forth so many times that the writer is skeptical. In case the sheets have to be changed, you will note from the copy of the letter to the Highway Department in regard to the Indian allottments, that we will need to send out four copies of each map to the Indian Village, which means that this office should have eight prints.

EARL F. SALING,
Right of Way Office Manager

EFS:mb
Attach:
cc: County-City Relations

**LEE WILLIAMS**
Commissioner

**C. W. CRADDOCK**
County Judge

**JACK DRINKWATER**
Commissioner

County Court *for* Harney County
BURNS, OREGON

June 9, 1958

RECEIVED
JUN 11 1958
ENGINEER
COUNTY & CITY RELATIONS

State Highway Department
Att: County & City Relations Dept.,
State Highway Bldg.,
Salem, Oregon

Gentlemen:

Harney County is still having difficulties with the Department of Indian Affairs at Warm Springs in regard to the Burns-Air Force road thru the local village.

I am enclosing a request for maps from the Indian Service thru the local supervisor. If you can furnish these maps, mailed directly to me, it would be appreciated.

Very truly yours,

C. W. Craddock
Judge

CWC/ib

enc.

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

STATE HIGHWAY DEPARTMENT
ATT. COUNTY & CITY RELATIONS
STATE HIGHWAY BUILDING
SALEM, OREGON

RE: RIGHT OF WAY THROUGH INDIAN LANDS
ON THE RADAR ACCESS ROAD

WE HAVE RECEIVED 2 COPIES OF 3 SKETCH MAPS OF THE R/W FOR THE BURNS AIRFORCE STATION ACCESS ROAD. WE WILL NEED 2 MORE COPIES OF THESE 3 MAPS AND 4 COPIES OF MAPS OF THE R/W THROUGH THE INDIAN VILLAGE. THESE MAPS SHOULD BE 8½"X11" [illegible] AND OF THE SAME SCALE AS THE 3 MAPS PREVIOUSLY FURNISHED. THE MAPS ARE NEEDED TO FURNISH THE APPRAISER. THE MAPS SHOULD SHOW THE FOLLOWING INDIAN ALLOTMENTS: NO. 9, 10, 11, 12 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25 & 26.

FORM 230—50M—2-57—1476

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
April 15, 1958

SUBJECT: File No. 25881
Radar Access Section
County Road

To:

Mr. John F. Hagemann
Asst. County & City Relations Engr.
OFFICE

In trying to comply with the August 28 request from A. W. Galbraith, Acting Superintendent of Warm Springs Indian Reservation, in regard to the Harney Radar Access, our engineers have revised the filing map, a copy of which is enclosed in duplicate, together with the duplicate sheets of sketches showing the drainage and irrigation structures between the settlements and the West edge of the Indian lands. Will you please find out if these maps are in order now and if anything additional is necessary, so that they can complete this application and supporting data for Harney County.

We found only one copy of the filing map that was revised in our file. Perhaps the county or the Indian Service has the other tracing, which needs to be revised in order to show the buildings and the reduction of the width of the right of way through Lot 15. Will you please trace on this when you send out these forms for information as to their sufficiency?

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

EFS:ls
Attach: Copy of filing map (2)
& sketch in duplicate

cc: D. J. Barbee

RECEIVED
APR 16 1958
ENGINEER
COUNTY & CITY RELATIONS

Contract 5038

| | | |
|---|---|---|
| Monthly Transaction No.<br>1-23 JAN 9 - 1958 | Form -2<br>(5-26 57)<br>U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | te<br>**Oregon** |
| Project Report No.<br>R-AD-6(2) | **FEDERAL-AID PROJECT AGREEMENT**<br>1-7-58 | County<br>**Harney** |
| | | Project No.<br>**R-AD-6(2)** |

5038

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

**From the main gate of the Burns Airforce Station easterly to the junction of the Burns Mountain Road with the Silvies River Road (a county road).**

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | | |
| Rights-of-Way | | |
| Construction | **8/28/57** | **6.9** |
| Other *(Specify)* | | |

FUNDS

| | |
|---|---|
| Estimated total cost of project<br>$ **197,631.50** | Federal funds<br>$ **197,631.50** |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY COMMISSION**
(Official name of Highway Department)

By Chas H Reynolds
**Chairman, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C J Volk
Division Engineer

Date executed by Division Engineer **January 7, 1958**

ASSISTANT STATE HIGHWAY ENGINEER

USComm-DC 11169

# PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Burns Antenna Station Access Road
Burns Mountain [illegible]
Harney County

NATURE OF WORK:

Grade and Rock Surfacing

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

[illegible]

DATE OF COMPLETION:

REMARKS:

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Mr Probert

08-35

December 6, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project R-AD-6(2), Burns Airforce Road

Dear Sir:

Reference is made to your revised estimate dated October 30, 1957 requesting an increase in funds from $197,631.50 to $215,000.00 to cover any possible future increase in overruns. Our Washington office does not feel that this increase is necessary at this time, but state that "Should a requirement for an increase in funds for the project result from any possible overruns, we are able to program additional funds promptly upon your request".

We are returning herewith two copies of proposed project agreement for signature by the Commission based on bid prices plus 10% engineering.

Very truly yours,

C. G. POLK
Division Engineer

By:
E. H. Cowan
E. H. COWAN
Acting Division Engineer

Probert

Encl.

RECEIVED
DEC 9 1957
OFFICE OF
STATE HIGHWAY ENGINEER

COOPER

Oregon State Highway Department

Federal Access
Road Project No. R-AD-6(2)

## BURNS AIRFORCE STATION ACCESS ROAD PROJECTS

## ON THE BURNS MOUNTAIN ROAD IN HARNEY COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Oct. 8, 1957

Type Code 2010
Roadway (Sta. 17+79.66 to 380+79.46)(Contract No. 5038)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | $ | $ 12,000.00 |
| Drainage Excavation, Unclassified | 400 | Cu.Yd. | 3.00 | 1,200.00 |
| General Excavation, Unclassified | 102,000 | Cu.Yd. | 0.60 | 61,200.00 |
| Short Overhaul | 130,000 | Yd.Sta. | 0.01 | 1,300.00 |
| Long Overhaul | 210 | C-yd.sta. | 0.50 | 105.00 |
| Finishing Roadbed and Slopes | 5.92 | Miles | 500.00 | 2,960.00 |
| Rounding Cutbanks | 9,300 | Lin.F. | 0.20 | 1,860.00 |
| 12-inch Corrugated Metal Pipe | 220 | Lin.F. | 4.00 | 880.00 |
| 18-inch Corrugated Metal Pipe | 1,500 | Lin.F. | 5.00 | 7,500.00 |
| 24-inch Corrugated Metal Pipe | 170 | Lin.F. | 7.00 | 1,190.00 |
| 36-inch Corrugated Metal Pipe | 130 | Lin.F. | 12.00 | 1,560.00 |
| 48-inch Corrugated Metal Pipe | 160 | Lin.F. | 16.00 | 2,560.00 |
| 58-inch Arch Type Corrugated Metal Pipe | 110 | Lin.F. | 25.00 | 2,750.00 |
| 1" - 0 Rock in Surfacing | 41,000 | Cu.Yd. | 1.85 | 75,850.00 |
| Sprinkling | 1,550 | M-gal. | 3.00 | 4,650.00 |
| | | | | $177,565.00 |
| Flagging (57½% of Contractor's Share) | | | | 100.00 |
| Cattle Guards | | | | 2,000.00 |
| | Subtotal | | | $179,665.00 |
| | 10% Engr. & Cont. | | | 17,966.50 |
| | | | Total | $197,631.50 |

Length of Roadway . . . . . . . . . . 6.875 Miles
Cost of Roadway Per Mile. . . . . . $28,746.40

Federal Funds. . . . . . . . . . . . . . . . . . . . . . . . . . . . $197,631.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Access Road
Project No. R-AD-6(2)

## BURNS AIRFORCE STATION ACCESS ROAD PROJECT ON THE BURNS MOUNTAIN ROAD IN HARNEY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 27, 1957

Type Code 2010
Roadway (Sta. 17+79.66 to 380+79.46)

| | | | |
|---|---|---|---|
| Clearing and Grubbing | All Required | | $ 7,500.00 |
| Drainage Excavation, Unclassified | 400 cu. yds. | $3.00 | 1,200.00 |
| General Excavation, Unclassified | 102,000 cu. yds. | .85 | 86,700.00 |
| Short Overhaul | 130,000 yd. sta. | .02 | 2,600.00 |
| Long Overhaul | 210 C-yd. sta. | .40 | 84.00 |
| Finishing Roadbed and Slopes | 5.92 miles | 800.00 | 4,736.00 |
| Rounding Cutbanks | 9,300 lin. ft. | .20 | 1,860.00 |
| 12-inch Corrugated Metal Pipe | 220 lin. ft. | 4.00 | 880.00 |
| 18-inch Corrugated Metal Pipe | 1,500 lin. ft. | 5.25 | 7,875.00 |
| 24-inch Corrugated Metal Pipe | 170 lin. ft. | 7.50 | 1,275.00 |
| 36-inch Corrugated Metal Pipe | 130 lin. ft. | 15.00 | 1,950.00 |
| 48-inch Corrugated Metal Pipe | 160 lin. ft. | 25.00 | 4,000.00 |
| 58-inch Arch Type Corrugated Metal Pipe | 110 lin. ft. | 28.00 | 3,080.00 |
| 1" - 0 ~~Material~~ in ~~Base~~ Surf. → rock | 41,000 cu. yds. | 2.70 | 110,700.00 |
| Sprinkling | 1,550 M-gals. | 3.00 | 4,650.00 |
| | | | $239,090.00 |
| Flagging (57½% of Contractor's Cost) | | | 100.00 |
| Cattle Guards | | | 2,000.00 |
| Subtotal | | | $241,190.00 |
| Engr. & Cont. | | | 42,482.00 |
| Total | | | $283,672.00 |

| | |
|---|---|
| Length of Roadway | 6.875 miles |
| Cost per Mile | $41,261.38 |

Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - $283,672.00

RECEIVED
OCT 18 1957
FOR FILING

October 17, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the state's share of flagging costs on the Burns Air Force Station Access Road Section of the Burns Mountain Road in Harney County, Contract No. 5038, in connection with Federal Aid Project No. R-AB-6(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

RECEIVED
SEP 24 1957
FOR FILING

Salem, Oregon
September 18, 1957

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: John D. Graham
Office Engr., County & City Relations

Attached hereto are four fully executed copies of a Maintenance Agreement with Harney County covering the Burns Airforce Station Access Road project.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Harney County.

Secretary

rn
Attach: 4

REFERRED TO
BY SECRETARY

RECEIVED
SEP 16 1957
FOR FILING

[illegible] (2)

[illegible]

September 16, 1957

Mr. F. L. Somers
P. O. Box 668
Medford, Oregon

Dear Mr. Somers:

The State Highway Commission on September 12, 1957 awarded to you State Highway Contract No. 5038 for the Burns Air Force Station Access Road Project on the Burns Mountain Road in Harney County.

This award was based on your bid of $177,565.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

NOTED
V. R. JONES

NOTED
Harold C. Ayers

September 5, 1957

NOTED
John F. Hagemann

Hon. C. W. Craddock
Harney County Judge
Burns, Oregon

Dear Judge Craddock:

Enclosed are six copies of a maintenance agreement and six copies of an encroachment resolution covering the Burns Airforce Sation Access Road project. The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads for projects of this nature.

If satisfactory, please have the Court sign, have the County Clerk attest, with seal, and return five copies of the encroachment resolution and all copies of the maintenance agreement to this office. After signature by the Highway Commission a fully executed copy of the maintenance agreement will be returned for the county's records.

The enclosed set of plans and specifications is for your information and records.

Since the last conversation with you regarding the right-of-way for this project, a letter has been received from Mr. A. W. Gailbriath of the Bureau of Indian Affairs requesting additional details on the right-of-way through the Burns-Paiute Indian Colony. The information is being compiled and will be mailed to him as soon as available.

Before an award of contract can be made, it will be necessary to have in our hands a letter over your signature stating: "While all necessary rights-of-way have not been fully acquired, the right to occupy and to use all rights-of-way required for the proper execution of the project has been acquired."

Bids on this project will be received on September 12 and it will be appreciated if the signed agreements, resolutions, and a letter regarding the right-of-way could be returned as soon as possible.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

By: C. G. Swenson
Engineer, County and City Relations

CGS:mm
Encl.
cc: Mr. A. W. Gailbriath
Supt., Warm Springs Agency
Warm Springs, Oregon

Realty
370 R/W
Burns

Warm Springs Agency
Warm Springs, Oregon

August 29, 1957

Judge C. W. Craddock
Harney County Court
Burns, Oregon

Dear Judge Craddock:

In confirmation of your request for a Right of Entry over lands in Burns-Paiute Colony and in confirmation of your discussions both at Burns and by telephone with Mr. Grenier, Realty Officer at this Agency, this will verify the verbal consent to proceed with advertizing of the proposal.

However, we will appreciate your written request and also a statement from you as to the County's or State's liabilities as to probable damages by reason of the right of way to be formally and finally approved.

Very truly yours,

Acting Superintendent

JG:pc

cc: Mr. J.F. Hagemann
State Highway Dept.
Salem, Oregon

March 3, 1849

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF INDIAN AFFAIRS
Warm Springs' Agency
Warm Springs, Oregon

IN REPLY REFER TO:
Realty
370 R/W
Burns

NOTED
John F. Hagemann

To Saling
9/3/57
J.H.

August 28, 1957

RECEIVED
SEP 3 1957
ENGINEER
CO[illegible] • CITY RELATIONS

Mr. John F. Hagemann
County City Relations Engineer
State of Oregon Highway Department
Salem, Oregon

Your Reference: File No. 25881
Radar Access-County
Road-U.S. Government

Dear Mr. Hagemann:

Receipt is acknowledged of the return to this office of one tracing and four prints involving a proposed Right of Way for a Radar Access Road through the Burns-Paiute Indian Colony in Harney County, Oregon.

The tracing and four prints are returned through you to the Highway Department Engineers with the request that required additional detail be shown thereon.

1. Detail is required indicating irrigation laterals, canals, pipelines, and appertenances as now situated, in acreage west of Colony houses.
2. Detail of relocation and replacement of laterals, canals, pipelines and appertenances.
3. Detail of flood control structure and their proposed replacement structures. If none involved, their proximity must be shown.
4. Two individual tracings and 3 prints are necessary for each ownership quantum. That is, an 8½" X 10" tracing and prints drawn to scale, accordingly, are required for individual filing and reference for each lot or parcel. The individual tracing and prints should reflect all pertinent detail. Strip maps in accordance with the above scale and detail may be submitted in lieu of separate tract maps. Providing they can be cut to filing size.

A copy of a letter of instructions to Mr. John Gault, Assessor of Harney County, is also enclosed indicating the extent of information required to complete rights of way over Indian lands or lands under the jurisdiction of this Agency.

Only one tracing has been submitted to this Agency to date. Tracings are required to be submitted in duplicate—three, if you desire the return of approved tracing for your, or the County's, files.

Upon receipt of the formal application by Harney County and the return of the maps showing the detail of appertenances and fixture locations and the appraisals, final consideration can then be given to approval.

Very truly yours,

~~Acting~~ Superintendent

Attachments

RECEIVED
SEP 3 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 30 1957
~~FOR~~ FILING
OREGON DISTRICT
R-AD-6(2)
5038 08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

August 28, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project R-AD-6(2)
Burns Air Force Station Access Road

Dear Sir:

We have today approved the P. S. and E. documents, subject project. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

FORM E-123X 37½M 10-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 16, 1957

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

NOTED
V. R. JONES

Mr. A. W. Galbraith
Superintendent
Warm Springs Agency
Warm Springs, Oregon

File No. 25881
Radar Access
County Road
U. S. Government

Dear Mr. Galbraith:

Since receipt of your letter of July 9, 1957 to H. B. Glaisyer, in regard to Harney Counties application for the radar access road, our engineers have revised the map by showing the lots or allotments and houses adjacent to this new and old road through the Indian property.

Since only one tracing was returned to this office, we are only returning one tracing, together with four prints of said revised tracing. If additional tracings, revised tracings, or additional prints are needed, please return the tracing to this office so that we can have an exact copy made with our blueprint machine. Additional prints can also be taken at that time if necessary. The tracing application forms, No. 5-104, enclosed with your letter of July 9, are being attached to Harney Counties copy of this letter together with two prints of the revised tracing.

Since Harney County is acquiring this right of way in their name, we are sure that they will take care of the appraisals, applications, etc., as called for in your letter of July 9, a copy of which you mailed to the Harney County Court at that time.

If additional information is needed, you or the county are requested to contact the County City Relations Engineer of the State Highway Department, or this office. The prints and tracings are under seperate cover.

Very truly yours,

EARL F. SALING
Right of Way Office Manager

EFS:dm
cc: C. W. Craddock,
Harney County Judge
(with application forms and two prints)
cc: John F. Hagemann ✓
County City Relations Engineer
cc: A. F. Parsons, Divn. Engr.
(with two copies of map)

RECEIVED
AUG 20 1957

NOTED
JOHN D. GRAHAM

NOTED
[illegible]

RECEIVED
AUG 30 1957
FOR FILING

~~08-35~~

File R

August 16, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project R-AD-6(2)
Burns Air Force Station Access Road

Dear Sir:

Defense access-road funds have been transferred from military construction funds to the Bureau of Public Roads by the Air Force for construction of the Burns Air Force Station access road. Funds in the amount of $283,672 were approved effective August 8, 1957 for the grading, draining and 2-lane crushed stone surfacing of 6.9 miles of roadway. We would appreciate having your Department handle the work and advance the project to the construction status as soon as possible.

Your March 28, 1956 letter accepted authorization to proceed with the preliminary engineering phase of the work utilizing funds transferred from the Department of Defense under Project D-AD-6(1). Since funds now are being transferred independently by each of the three services, a new agreement number, R-AD-6(2), is necessary for the construction phase financed with this new class of funds.

Any requested increase in funds programed must be approved by our Washington office. Therefore, in submission of the P. S. & E. documents for the project, please prepare the forms for the total amount available in order that the funds will not be released until the exact amount of funds not needed can be definitely established.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
AUG 29 1957
OFFICE OF
STATE HIGHWAY ENGINEER

STATE HIGHWAY DEPARTMENT

RECEIVED
AUG 21 1957
FOR FILING

08-35

August 15, 1957

1
240
6519

Mr. C. W. Craddock
County Judge
Court House
Burns, Oregon

Re: Oregon Project D-AD-6(1)
Burns Air Force Station Access Road

Dear Sir:

We have just been notified that funds for the construction of subject project are now available.

As mentioned in our letter of May 21, 1957, award of any construction contract cannot be made until all rights-of-way or rights-of entry have been obtained.

We now ask that you furnish all necessary rights-of-way, the usual encroachment resolution and agreement to maintain the road after construction has been completed.

Your cooperation in the furnishing of these documents at the earliest practicable date will be most helpful in the rapid completion of this urgently needed road.

Very truly yours,

C. G. POLK
Division Engineer

By:

E. H. COWAN
Acting Division Engineer

NOTED
FORREST COOPER

RECEIVED
AUG 16 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123 28M REVISED 8-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MC IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
[illegible] 1957
FILING

May 28th, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

I wish to inform you that right of way descriptions for all right of way on the Burns Air Force Station Access Road have been furnished to the Harney County Court. The necessary information was transmitted to Harney County in November 1956.

Very truly yours,

Tom Edwards
Construction Engineer

By D. J. Barbee
D. J. Barbee
Ass't. Construction Engineer

cc to: Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
MAY 28 1957
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

May 21, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project D-AD-6(1)
Burns Air Force Station Access Road

Dear Sir:

Reference is made to your letter dated February 14, 1957 by which you transmitted an estimate of the cost of constructing subject project, 6.9 miles in length.

We have been notified that the project has been certified with the understanding that the revised cost of the project would be $283,672.00 covering construction items, construction engineering and contingencies.

Transfer of funds has not been accomplished as yet. Until we are notified that funds are available, the project cannot be advertised, however, we believe it would be advisable to forward descriptions of all right-of-way needed to the Harney County Court at this time. We would appreciate your doing so and advising us when you do.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

RECEIVED
MAY 22 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
FEB 15 1957
FOR FILING

February 14, 1957

240
1
6519

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We transmit herewith a preliminary estimate of cost for the proposed access road to the Burns Air Force Radar Station. This estimate is intended to cover the cost of the complete project, 6.9 miles in length, including both the portion previously estimated and the connection with FAS Route 459. The additional cost for the connection is $75,608, the cost of the total project, including connection, being $283,672.

The Harney County Court advises our Division office that they anticipate no unusual difficulty or delay in acquisition of right of way across the government lands which are under supervision of the Indian Service.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. S. H. Probert

WTW:jc fn

February 8, 1957

# BURNS AIRFORCE RADAR STATION
## ACCESS ROAD

| | | | | | | |
|---|---|---|---|---|---|---|
| 1. | Clear and Grub | | | | | $ 8,500 |
| 2. | Drainage Excavation | 1,090 | Cu. Yd. | At | $ 3.00 | 3,270 |
| 3. | General Excavation | 103,000 | Cu. Yd. | " | 0.80 | 82,400 |
| 4. | Short Overhaul | 120,000 | Yd. Sta. | " | 0.02 | 2,400 |
| 5. | Long Overhaul | 210 | C-yd. Sta. | " | 0.40 | 84 |
| 6. | Finish Roadbed and Slopes | 6.88 | Mile | " | 800.00 | 5,504 |
| 7. | Round Cutbanks | 9,300 | Lin. Ft. | " | 0.20 | 1,860 |
| 8. | 18" CMP | 1,360 | Lin. Ft. | " | 4.50 | 6,120 |
| 9. | 24" CMP | 105 | Lin. Ft. | " | 7.00 | 735 |
| 10. | 36" CMP | 130 | Lin. Ft. | " | 13.00 | 1,690 |
| 11. | 48" CMP | 50 | Lin. Ft. | " | 20.00 | 1,000 |
| 12. | 58" Arch CMP | 110 | Lin. Ft. | " | 25.00 | 2,750 |
| 13. | Salvage Culvert | 30 | Lin. Ft. | " | 4.00 | 120 |
| 14. | 1"-0 Material in Base | 45,000 | Cu. Yd. | " | 2.50 | 112,500 |
| 15. | Sprinkling | 2,300 | M-gal. | " | 3.00 | 6,900 |
| 16. | Concrete Headgate | | Complete | | | 560 |
| | | Subtotal | | | | $236,393 |
| | | Engineering and Contingencies 20% | | | | 47,279 |
| | | Total | | | | $283,672 |

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

January 28, 1957

PLEASE RETURN TO
FORREST COOPER

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project D-AD-6(1)
Burns Air Force Station Access Road

Dear Sir:

You have furnished us with an estimate of construction costs, subject project, from a connection with the Government-constructed road to a connection with the nearest all-weather county road.

We would now appreciate receiving an estimate of the additional costs involved in extending the construction to a connection with FAS Route 459. We understand that your survey contemplated such connection and the necessary data are readily available.

The section involved crosses Indian Lands and right-of-way acquisition could involve long delays. In this connection, we would appreciate knowing how long, in the opinion of the County Court, it would take the County to make the necessary right-of-way available.

Very truly yours,

CG Polk

C. G. POLK
District Engineer

RECEIVED
JAN 30 1957
OREGON
STATE HIGHWAY COMMISSION

FORM 230—12½M—6-55—68208

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

RECEIVED
NOV 13 1956
ENGINEER
C[illegible] OPERATIONS

November 13, 1956
Salem, Oregon

**SUBJECT:** File No. (Options)
Radar Access Road
County Road

**To:** C. G. Swenson

Attached you will find 4 option forms in quadruplet covering right of way to be acquired in connection with the Radar Access Road Section of County Road near Burns, Harney County, Oregon. This contract is scheduled for letting in December, 1956.

A description will follow for U. S. Government (Bureau of Indian Affairs) as soon as we determine the status of the property being acquired.

We are, forwarding under separate cover, 4 prints each of Map Nos. 8B-3-25 and 1R-5-952 covering this area and bearing our date of November 7, 1956.

| | | | | |
|---|---|---|---|---|
| 25877 | Felix Urizar | 23.5 | acres | (P-1) |
| | | 57.5 | " | (P-2) |
| | | 4.43 | " | (P-3) |
| 25878 | J. C. Clemens | 0.34 | " | |
| 25879 | Thomas Sylvester and<br>A. A. Bardwell | 4.6 | " | |
| 25880 | Carl Kobi | 1.4 | " | |

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

MM
blr

Enc. 4 options
Statement of Infos.

CC: R. L. Porter
cc: R. W. Cozad

## PRELIMINARY ESTIMATE OF COST

## ACCESS ROAD TO [illegible] AIR FORCE RADAR STATION

Stations 56+03 to 338+00 - Length 5.34 miles

October 12, 1956

| Item | Quantity | Unit Price | Amount |
|---|---|---|---|
| 1. Clearing and Grubbing | All Specified | | $ 7,500.00 |
| 2. Drainage Excavation, Unclassified | 1,090 cu. yds. | $ 3.00 | 3,270.00 |
| 3. General Excavation, Unclassified | 91,000 cu. yds. | .80 | 72,800.00 |
| 4. Short Overhaul | 105,000 yd. stas. | .02 | 2,100.00 |
| 5. Long Overhaul | 210 C-yd. stas. | .40 | 84.00 |
| 6. Finishing Roadbed and Slopes | 5.34 Miles | 800.00 | 4,272.00 |
| 7. Rounding Cutbanks | 8,000 lin. ft. | .20 | 1,600.00 |
| 8. 18-inch Corrugated Metal Pipe | 1,300 lin. ft. | 4.50 | 5,850.00 |
| 10. 36-inch Corrugated Metal Pipe | 130 lin. ft. | 13.00 | 1,690.00 |
| 11. 48-inch Corrugated Metal Pipe | 50 lin. ft. | 20.00 | 1,000.00 |
| 12. Salvaging Culvert Pipe | 30 lin. ft. | 4.00 | 120.00 |
| 13. 1" - 0 Material in Base | 32,200 cu. yds. | 2.50 | 80,500.00 |
| 14. Sprinkling | 1,200 M-gals. | 3.00 | 3,600.00 |
| 15. Class "A" Concrete in Headgate | 5 cu. yds. | 100.00 | 500.00 |
| 16. Metal Reinforcement in Headgate | 300 lbs. | .20 | 60.00 |
| | Subtotal - - - - - - - - - - - - - | | $184,946.00 |
| | Engineering & Contingencies (12.5%) | | 23,118.00 |
| | Total - - - - - - - - - - - - - - - - | | $208,064.00 |

RECEIVED
SEP 11 1956
FOR FILING
OREGON DISTRICT

08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 10, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project D-AD-6(1)
Burns Air Force Station

Dear Sir:

Reference is made to our letter dated August 31, 1956 concerning subject project.

As mentioned in that letter, every reasonable effort should be made to reduce the cost of the project to the minimum necessary to provide an adequate, all-weather facility for station-generated traffic.

A graded width sufficient to provide a surfaced width of 24', with 10" depth of crushed rock or crushed gravel base course is considered to be adequate. This will entail some reduction in the standards used in field design.

Further, no surfacing or other work, should be included from the Station entrance, approximate Sta. 17, to the point where the new location leaves the existing Air Force-constructed road near approximate Sta. 56.

The need for an all-weather public road to serve the Station at the earliest possible date is most urgent. In order to avoid undue delay in the initiation of construction because of difficult right-of-way acquisition through Indian lands near the northerly terminus, it is requested that you design a connection to the existing relatively low-standard but all-weather county road in the vicinity of Sta. 338.

Very truly yours,

C G Polk

C. G. POLK
District Engineer

RECEIVED
11 1956
STATE HI[illegible]

CC - Tom Edwards
CC - Frank Hall

NOTED
FORREST COOPER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

August 31, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project D-AD-6(1)
Burns Air Force Station

Dear Sir:

Reference is made to Mr. Pease's letter dated August 30, 1956.

We would appreciate your further handling of this project through its construction in the same manner that other similar defense access projects have been constructed in the past — for example, Oregon Projects AD-1 and AD-3, Irrigon-Umatilla Ordnance Road.

It is our understanding that Harney County will acquire the additional right-of-way needed. In this connection, it is believed that Indian lands may be involved near the northerly terminus. If acquisition of these lands should promise to be long-delayed, consideration should be given to the acceptance of the sharp curvature in the existing county road through this section.

We have been advised that funds totaling $171,768.00 have been requested in the F.Y. 1957 Military Construction Program for the construction of subject project. As yet, however, we have not been notified that these funds are available.

We note that the tentative field estimate of total costs is $258,059.00, far exceeding the program request. In the event the program figure cannot be exceeded, it will obviously be necessary to revise the tentative plans. Apparently, the present plan is to provide surfacing on the section from the station entrance gate to the connection with the existing County road. As the Air Force has been able to finance the construction of a road from the station to a connection with the nearest County road with its own funds, defense access funds need not be used. In other words, improvement with the latter funds should begin at map Station 156+03.86.

Because there is no all-weather public road connecting the station with the City of Burns, completion of the project at the earliest practicable date will be appreciated by all concerned.

Very truly yours,

C G Polk

C. G. POLK
District Engineer

NOTED
FORREST COOPER

RECEIVED
AUG 31 1956
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

PLEASE RETURN TO
W. C. WILLIAMS

08-35

May 9, 1956

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Access Road Survey, Burns Air Force Station

Dear Sir:

It has been learned that work on subject survey has been suspended pending investigation of an alternate route recently proposed by the Air Force.

We ask that the work be resumed and carried on to completion as rapidly as practicable on the route originally selected. In order to avoid any misunderstanding, the route on which the survey is to be made is the one mentioned in our previous correspondence and was investigated by your Mr. Bickmore and a representative of this office in June, 1955.

Very truly yours,

C G Polk

C. G. POLK
District Engineer

RECEIVED
MAY 10 1956

L-3271 Cascade Locks Sand Shed 1[illegible]7

5039

RECEIVED
JAN
FOR FILING

*files*

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 16, 1958

| | | |
|---|---|---|
| ~~(CONTRACT NO.)~~ | (EST. NO.) | (CONTRACTOR) |
| 5039 | 2 Final | Gilbert Roberts |

| | | | |
|---|---|---|---|
| ~~(VOUCHER NO.)~~ | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 30705 | H201842 | $5,454.71 | 1-16-58 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion Date: 70 workdays from 9-26-57

Time Extensions: None

Completion Date: Nov. 19, 1957

Date Accepted: Dec. 5, 1957

Penalties: None of record

Claims: None of record

Remarks:

---

Date: Jan. 20, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JAN 20 1958
GRW.

NOTED ON CARD

RECEIVED
DEC 17 1957
FOR FILING

Dec. 16, 1957

CERTIFIED MAIL

U. S. Fidelity & Guaranty Co.
Lotus M. Conser, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5039 for Cascade Locks Sand Shed in Hood Riber County was completed by the contractor, Gilbert Roberts, on Nov. 19, 1957 and was formally accepted by the Highway Commission on Dec. 5, 1957.

Final payment in the amount of $5,454.71 will be released to the contractor on or after Dec. 26, 1957. The total contract amount is $7,472.20, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

NOTED ON CARD
em

A

RECEIVED
SEP 16 1957
FOR FILING

14-3251

5039

September 16, 1957

Mr. Gilbert Roberts
Route 4, Box 419
Hood River, Oregon

Dear Mr. Roberts:

The State Highway Commission on September 12, 1957 awarded to you State Highway Contract No. 5039 for construction of the Cascade Locks Sand Shed on the Columbia River highway in Hood River County.

This award was based on your bid of $7,472.20 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
AUG 19 1957
FOR FILING

FORM 250—50M—11-55—90224

14-3251

5039

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 15, 1957

SUBJECT: Cascade Locks Maintenance Site

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Herewith sketch of Cascade Locks Maintenance site showing where we propose to construct a Sand Shed 60 feet wide and 63 feet long of the type shown on Bridge Department drawing #12771, Standard Sand Storage Shed for Light Snow Loads, dated May 25, 1956, to provide storage capacity for approximately 1255 cu. yds. of material.

It is contemplated that treated piling can be used without concrete peds; that the back is to be sealed; and that all grading and the construction of earth ramps will be by State Forces after the structure is complete. A floor elevation of 133' may be specified.

Our estimated cost is 3780 sq. ft. at $2.20 equals $8,316 plus 12½% = $9,355. The budget item was $9,300.

I A DeFrance
I. A. DeFrance
Assistant Maintenance Engineer

IAD:hl
Encl.

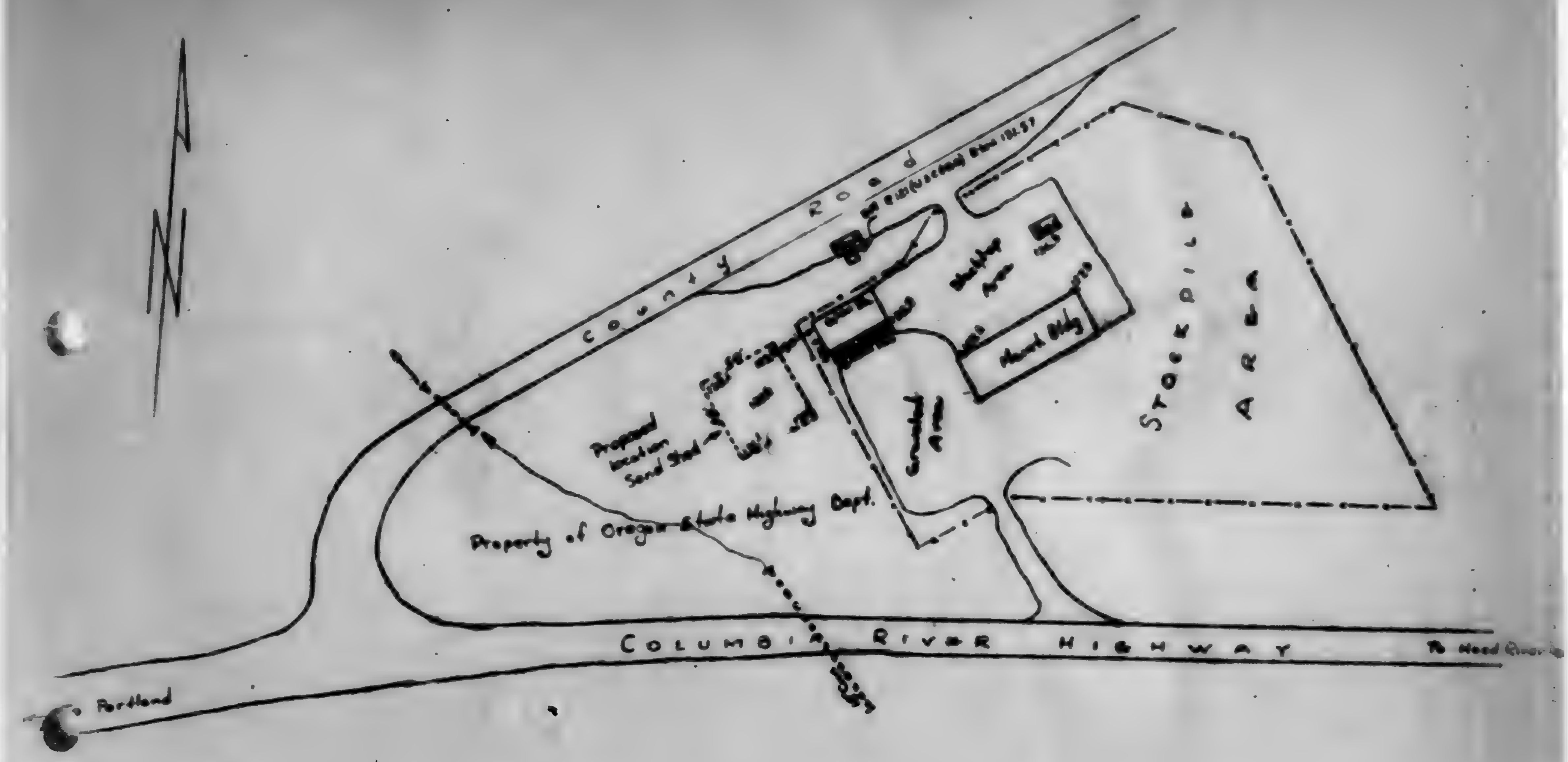
cc - P. M. Stephenson

APPROVED 8-19-57
W W Stiffler
Assistant State Highway Engineer

Copy Retd to DeFrance

RECEIVED
AUG 15 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER



County Road
Proposed location Sand Shed
Property of Oregon State Highway Dept.
Mech Bldg
Stockpile Area
Columbia River Highway
To Portland
To Hood River

Sketch Map—Cascade Locks Maint. Sta
showing proposed location
of sand shed.

Scale 1"=100'

D.H. Manning (?) I.M.S.

I-224(14) Mill Cr. Bridges on the [illegible]
[illegible] Co. of the
[illegible] Pacific [illegible]

RECEIVED
MAY [illegible] 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 7, 1958

| | | | |
|---|---|---|---|
| (CONTRACT NO.) I-324(16) | (EST. NO.) | (CONTRACTOR) | |
| 5040 | 7 Final | Hamilton & Thoms | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 9685 | H211332 | $5,868.33 | 5-7-58 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion date: 150 workdays from Sept. 26, 1957

Time Extensions: None

Completion Date: Apr. 7, 1958

Date Accepted: May 8, 1958

Penalties: None of record

Claims: None of record

Remarks:

---

Date: May 12, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

MAY 1[illegible] 1958

NOTED ON CARD

RECEIVED
APR 25 1958

~~FOR FILING~~

I [illegible]

5040

Apr. 24, 1958

CERTIFIED MAIL

Seaboard Surety Co.
Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Wash.

Gentlemen:

State Highway Contract No. 5040 for Mill Creek Bridges on the Salem By-pass Section of the Pacific Highway in Marion County was completed by the contractor, Hamilton and Thoms, on Apr. 7, 1958, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $5,868.33 will be released to the contractor after acceptance by the Commission. The total contract amount is $71,761.38, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

om

cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD
OM

5040

| | | |
|---|---|---|
| Monthly Transaction No.<br>11-57 | For -2 . U.S. DEPARTMENT OF COMMERCE<br>(5-2, -57) BUREAU OF PUBLIC ROADS | te<br>Oregon |
| Project Report No.<br>7 | **FEDERAL-AID PROJECT AGREEMENT** | County<br>Marion |
| | | Project No.<br>I-324(16) |

RECEIVED
1957
FOR FILING

5040

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Approx. 1 mile south of junction with FA 3 north of Salem to approx. 2.4 miles north of junction FA 3 south of Salem on the Salem Bypass (U.S. 99).

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | 8/27/57 | - |
| Rights-of-Way | | |
| Construction | 8/28/57 | 0.2 |
| Other *(Specify)* | | |

**FUNDS**

| | |
|---|---|
| Estimated total cost of project<br>$ 446,643.80 | Federal funds<br>$ 412,300.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(title)

By
Member, State Highway Commission
(title)

By
Member, State Highway Commission
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
Division Engineer

Date executed by Division Engineer November 13, 1957

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11169

# PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Salem By-Pass Section (Complete)
Pacific Highway
Marion County

NATURE OF WORK:

Grading

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

| | | | | |
|---|---|---|---|---|
| 5040 | 5040 | Hamilton & Thoms | 9-12-57 | |
| 5041 | 5041 | Hamilton & Thoms | 9-12-57 | |
| 5042 | 5042 | Contracts not executed/ yet | H. G. Carl Construction Co. | 9-12-57 |

DATE OF COMPLETION:
5040 - 150 Workdays from 9-26-57
5041 - 160 Workdays from 9-26-57
5042 - 160 Workdays from 9-26-57

REMARKS:

Oregon State Highway Department

Federal Aid Interstate
Project No. I-324(16)

## SALEM BY-PASS SECTION (BRIDGES) ON THE PACIFIC HIGHWAY

## IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon October 8, 1957

Type Code P.E.
Preliminary Engineering $ 9,000.00

Type Code X021
Mill Creek Bridge (Southbound)(Sta. 366+63.95 to 368+14.25)(Contract No. 5040)

| | | | | |
|---|---|---|---|---|
| Shoring, Cribbing, etc. | All | Required | | $ 2,000.00 |
| Structural Excavation | 180 | cu. yds. | $ 6.00 | 1,080.00 |
| Furnish Steel Piling | 300 | lin. ft. | 6.00 | 1,800.00 |
| Drive Steel Piles | 10 | only | 55.00 | 550.00 |
| Class "A" Concrete | 375 | cu. yds. | 59.00 | 22,125.00 |
| Metal Reinforcement | 84,300 | lbs. | .12 | 10,116.00 |
| 8" Metal Drain Pipe | 30 | lin. ft. | 3.00 | 90.00 |
| | | | | $37,761.00 |

Type Code X021
Mill Creek Overflow Bridge (Sta. 316+62 to 317+62)(Contract No. 5040)

| | | | | |
|---|---|---|---|---|
| Alter Existing Structure | All | Required | | $ 3,000.00 |
| Structural Excavation | 230 | cu. yds. | $ 6.00 | 1,380.00 |
| Furnish Steel Piling | 280 | lin. ft. | 6.00 | 1,680.00 |
| Drive Steel Piles | 14 | only | 55.00 | 770.00 |
| Class "A" Concrete | 305 | cu. yds. | 59.00 | 17,995.00 |
| Metal Reinforcement | 80,000 | lbs. | .12 | 9,600.00 |
| | | | | $34,425.00 |

Type Code X221
Silverton Road Overcrossing (Sta. 104+74.32 to 106+18.32)(Contract No. 5041)

| | | | | |
|---|---|---|---|---|
| Alter Existing Structure | All | Required | | $ 3,000.00 |
| Structural Excavation | 150 | cu. yds. | $ 5.00 | 750.00 |
| Furnish Steel Piling | 1,100 | lin. ft. | 4.50 | 4,950.00 |
| Drive Steel Piles | 20 | only | 55.00 | 1,100.00 |
| Furnish Treated Timber Piling | 1,536 | lin. ft. | 1.25 | 1,920.00 |
| Drive Timber Piles | 48 | only | 40.00 | 1,920.00 |
| Class "A" Concrete | 385 | cu. yds. | 59.00 | 22,715.00 |

| | | | | |
|---|---|---|---|---|
| Metal Reinforcement | 104,600 | lbs. | $ .12 | $12,552.00 |
| 8" Metal Drain Pipe | 90 | lin. ft. | 3.00 | 270.00 |
| | | | | $49,177.00 |

**Type Code X221**
**Sunnyview Ave. Overcrossing (Sta. 156+97.44 to 158+41.44)(Contract No. 5041)**

| | | | | |
|---|---|---|---|---|
| Alter Existing Structure | All | Required | | $ 3,000.00 |
| Structural Excavation | 130 | cu. yds. | $ 5.00 | 650.00 |
| Furnish Steel Piling | 1,100 | lin. ft. | 4.50 | 4,950.00 |
| Drive Steel Piles | 20 | only | 55.00 | 1,100.00 |
| Furnish Treated Timber Piling | 1,920 | lin. ft. | 1.25 | 2,400.00 |
| Drive Timber Piles | 48 | only | 40.00 | 1,920.00 |
| Class "A" Concrete | 375 | cu. yds. | 59.00 | 22,125.00 |
| Metal Reinforcement | 104,600 | lbs. | .12 | 12,552.00 |
| 8" Metal Drain Pipe | 30 | lin. ft. | 3.00 | 90.00 |
| | | | | $48,787.00 |

**Type Code X221**
**Garden Road Overcrossing (Sta. 170+6307 to 172+07.07) (Contract No. 5041)**

| | | | | |
|---|---|---|---|---|
| Alter Existing Structure | All | Required | | $ 6,000.00 |
| Structural Excavation | 190 | cu. yds. | 5.00 | 950.00 |
| Furnish Steel Piling | 1,680 | lin. ft. | 4.50 | 7,560.00 |
| Drive Steel Piles | 28 | only | 55.00 | 1,540.00 |
| Furnish Treated Timber Piling | 2,560 | lin. ft. | 1.25 | 3,200.00 |
| Drive Timber Piles | 64 | only | 40.00 | 2,560.00 |
| Class "A" Concrete | 505 | cu. yds. | 59.00 | 29,795.00 |
| Metal Reinforcement | 137,700 | lbs. | .12 | 16,524.00 |
| 8" Metal Drain Pipe | 90 | lin. ft. | 3.00 | 270.00 |
| | | | | $68,399.00 |

**Type Code X221**
**State Street Overcrossing (Sta. 251+75.6 to 253+19.6)(Contract No. 5041)**

| | | | | |
|---|---|---|---|---|
| Alter Existing Structure | All | Required | | $ 3,000.00 |
| Structural Excavation | 180 | cu. yds. | $ 5.00 | 900.00 |
| Furnish Steel Piling | 600 | lin. ft. | 4.50 | 2,700.00 |
| Drive Steel Piles | 20 | only | 55.00 | 1,100.00 |
| Class "A" Concrete | 385 | cu. yds. | 59.00 | 22,715.00 |
| Metal Reinforcement | 107,200 | lbs. | .12 | 12,864.00 |
| 8" Metal Drain Pipe | 45 | lin. ft. | 3.00 | 135.00 |
| | | | | $43,414.00 |

**Type Code X221**
**Turner Road Overcrossing (Sta. 385+42 to 386+55)(Contract No. 5042)**

| | | | | |
|---|---|---|---|---|
| Alter Existing Structure | All | Required | | $ 2,000.00 |
| Structural Excavation | 200 | cu. yds. | $ 4.00 | 800.00 |
| Furnish Steel Piling | 360 | lin. ft. | 5.90 | 2,124.00 |
| Drive Steel Piles | 12 | only | 50.00 | 600.00 |
| Class "A" Concrete | 315 | cu. yds. | 58.90 | 18,553.50 |
| Metal Reinforcement | 80,000 | lbs. | .12 | 9,600.00 |
| 8" Metal Drain Pipe | 40 | lin. ft. | 4.00 | 160.00 |
| | | | | $33,837.50 |

Type Code X221
Boone Road Overcrossing (Sta. 431+36.38 to 432+46.38)(Contract No. 5042)

| | | | | |
|---|---|---|---|---|
| Alter Existing Structure | All | Required | | $ 2,000.00 |
| Structural Excavation | 440 | cu. yds. | 4.00 | 1,760.00 |
| Furnish Steel Piling | 490 | lin. ft. | 5.90 | 2,891.00 |
| Drive Steel Piles | 14 | only | 50.00 | 700.00 |
| Class "A" Concrete | 400 | cu. yds. | 55.00 | 22,000.00 |
| Metal Reinforcement | 116,000 | lbs. | .12 | 13,920.00 |
| 8" Metal Drain Pipe | 45 | lin. ft. | 4.00 | 180.00 |
| | | | | $43,451.00 |

Type Code X221
Market Road No. 56 Overcrossing (Sta. 406+95.70 to 408+04.28)(Contract No. 5042)

| | | | | |
|---|---|---|---|---|
| Alter Existing Structure | All | Required | | $ 2,000.00 |
| Structural Excavation | 150 | cu. yds. | 4.00 | 600.00 |
| Furnish Steel Piling | 660 | lin. ft. | 5.90 | 3,894.00 |
| Drive Steel Piles | 12 | only | 50.00 | 600.00 |
| Furnish Treated Timber Piling | 1,200 | lin. ft. | 1.45 | 1,740.00 |
| Drive Timber Piles | 48 | only | 58.00 | 2,784.00 |
| Class "A" Concrete | 305 | cu. yds. | 58.90 | 17,964.50 |
| Metal Reinforcement | 70,500 | lbs. | .128 | 9,024.00 |
| | Subtotal | | | $ 38,606.50 |
| | Subtotal | | | $397,858.00 |
| | 10% Engr. & Cont. | | | 39,785.80 |
| | Total | | | $437,643.80 |

Length of Structures. . . . . . . . . . . . 0.219 mile

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 9,000.00 | $ 8,000.00 | $ 1,000.00 |
| Structures | 437,643.80 | 404,300.00 | 33,343.80 |
| | $446,643.80 | $412,300.00 | $34,343.80 |

State Funds for Const: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

State Funds for Maint.; Chap. 529, laws, 1939

Oregon State Highway Department

Federal-Aid Interstate
Project No. I-324(16)

## SALEM BY-PASS SECTION (BRIDGES)
## ON THE PACIFIC HIGHWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 26, 1957

**Type Code P.E.**
Preliminary Engineering — $ 9,000.00

**Type Code X021**
**Mill Creek Bridge (Southbound)** (Sta. 366+63.95 to 368+14.25)

| | | | |
|---|---|---|---|
| Shoring, Cribbing, Etc. | All Required | $ | $ 7,500.00 |
| Structural Excavation | 180 cu. yds. | 10.00 | 1,800.00 |
| Furnish Steel Piling | 300 lin. ft. | 7.00 | 2,100.00 |
| Drive Steel Piles | 10 only | 70.00 | 700.00 |
| Class "A" Concrete | 375 cu. yds. | 70.00 | 26,250.00 |
| Metal Reinforcement | 84,300 lbs. | .13 | 10,959.00 |
| 8" Metal Drain Pipe | 30 lin. ft. | 4.00 | 120.00 |
| | | | $ 49,429.00 |

**Type Code X021**
**Mill Creek Overflow Bridge** (Sta. 316+62 to 317+62)

| | | | |
|---|---|---|---|
| Alter Existing Structure | All Required | $ | $ 2,500.00 |
| Structural Excavation | 230 cu. yds. | 10.00 | 2,300.00 |
| Furnish Steel Piling | 280 lin. ft. | 7.00 | 1,960.00 |
| Drive Steel Piles | 14 only | 70.00 | 980.00 |
| Class "A" Concrete | 305 cu. yds. | 70.00 | 21,350.00 |
| Metal Reinforcement | 80,000 lbs. | .13 | 10,400.00 |
| | | | $ 39,490.00 |

**Type Code X221**
**Silverton Road Overcrossing** (Sta. 104+74.32 to 106+18.32)

| | | | |
|---|---|---|---|
| Alter Existing Structure | All Required | $ | $ 5,000.00 |
| Structural Excavation | 150 cu. yds. | 6.00 | 900.00 |
| Furnish Steel Piling | 1,100 lin. ft. | 5.00 | 5,500.00 |
| Drive Steel Piles | 20 only | 50.00 | 1,000.00 |
| Furnish Treated Timber Piling | 1,536 lin. ft. | 1.50 | 2,304.00 |
| Drive Timber Piles | 48 only | 50.00 | 2,400.00 |
| Class "A" Concrete | 385 cu. yds. | 70.00 | 26,950.00 |
| Metal Reinforcement | 104,600 lbs. | .13 | 13,598.00 |
| 8" Metal Drain Pipe | 90 lin. ft. | 4.00 | 360.00 |
| | | | $ 58,012.00 |

**Type Code X221**
**Sunnyview Ave. Overcrossing** (Sta. 156+97.44 to 158+41.44)

| | | | |
|---|---|---|---|
| Alter Existing Structure | All Required | $ | $ 5,000.00 |
| Structural Excavation | 130 cu. yds. | 6.00 | 780.00 |
| Furnish Steel Piling | 1,100 lin. ft. | 5.00 | 5,500.00 |

| | | | |
|---|---|---|---|
| Drive Steel Piles | 20 only | $50.00 | $ 1,000.00 |
| Furnish Treated Timber Piling | 1,920 lin. ft. | 1.50 | 2,880.00 |
| Drive Timber Piles | 48 only | 50.00 | 2,400.00 |
| Class "A" Concrete | 375 cu. yds. | 70.00 | 26,250.00 |
| Metal Reinforcement | 104,600 lbs. | .13 | 13,598.00 |
| 8-inch Metal Drain Pipe | 30 lin. ft. | 4.00 | 120.00 |
| | | | $57,528.00 |

Type Code X221
Garden Road Overcrossing (Sta. 170+63.07 to 172+07.07)

| | | | |
|---|---|---|---|
| Alter Existing Structures | All Required | $ | $ 8,000.00 |
| Structural Excavation | 190 cu. yds. | 6.00 | 1,140.00 |
| Furnish Steel Piling | 1,680 lin. ft. | 5.00 | 8,400.00 |
| Drive Steel Piles | 28 only | 50.00 | 1,400.00 |
| Furnish Treated Timber Piling | 2,560 lin. ft. | 1.50 | 3,840.00 |
| Drive Timber Piles | 64 only | 50.00 | 3,200.00 |
| Class "A" Concrete | 505 cu. yds. | 70.00 | 35,350.00 |
| Metal Reinforcement | 137,700 lbs. | .13 | 17,901.00 |
| 8-inch Metal Drain Pipe | 90 lin. ft. | 4.00 | 360.00 |
| | | | $79,591.00 |

TypeCode X221
State Street Overcrossing (Sta. 251+75.6 to 253+19.6)

| | | | |
|---|---|---|---|
| Alter Existing Structures | All Required | $ | $ 5,000.00 |
| Structure Excavation | 180 cu. yds. | 6.00 | 1,080.00 |
| Furnish Steel Piling | 600 lin. ft. | 5.00 | 3,000.00 |
| Drive Steel Piles | 20 only | 50.00 | 1,000.00 |
| Class "A" Concrete | 385 cu. yds. | 70.00 | 26,950.00 |
| Metal Reinforcement | 107,200 lbs. | .13 | 13,936.00 |
| 8-inch Metal Drain Pipe | 45 lin. ft. | 4.00 | 180.00 |
| | | | $51,146.00 |

Type Code X221
Turner Road Overcrossing (Sta. 385+42 to 386+55)

| | | | |
|---|---|---|---|
| Alter Existing Structures | All Required | $ | $ 5,000.00 |
| Structural Excavation | 200 cu. yds. | 6.00 | 1,200.00 |
| Furnish Steel Piling | 360 lin. ft. | 5.00 | 1,800.00 |
| Drive Steel Piles | 12 only | 70.00 | 840.00 |
| Class "A" Concrete | 315 cu. yds. | 70.00 | 22,050.00 |
| Metal Reinforcement | 80,000 lbs. | .13 | 10,400.00 |
| 8-inch Metal Drain Pipe | 40 lin. ft. | 4.00 | 160.00 |
| | | | $41,450.00 |

Type Code X221
Boone Road Overcrossing (Sta. 431+36.38 to 432+46.38)

| | | | |
|---|---|---|---|
| Alter Existing Structures | All Required | $ | $ 5,000.00 |
| Structural Excavation | 440 cu. yds. | 6.00 | 2,640.00 |
| Furnish Steel Piling | 490 lin. ft. | 5.00 | 2,450.00 |
| Drive Steel Piles | 14 only | 70.00 | 980.00 |
| Class "A" Concrete | 400 cu. yds. | 70.00 | 28,000.00 |
| Metal Reinforcement | 116,000 lbs. | .13 | 15,080.00 |
| 8-inch Metal Drain Pipe | 45 lin. ft. | 4.00 | 180.00 |
| | | | $54,330.00 |

Type Code X221
Market Road No. 56 Overcrossing (Sta. 406+95.70 to 408+04.28)

| | | | |
|---|---|---|---|
| Alter Existing Structure | All Required | $ | $ 5,000.00 |
| Structural Excavation | 150 cu. yds. | 6.00 | 900.00 |
| Furnish Steel Piling | 660 lin. ft. | 5.00 | 3,300.00 |
| Drive Steel Piles | 12 only | 70.00 | 840.00 |
| Furnish Treated Timber Piling | 1,200 lin. ft. | 1.50 | 1,800.00 |
| Drive Timber Piles | 48 only | 60.00 | 2,880.00 |
| Class "A" Concrete | 305 cu. yds. | 70.00 | 21,350.00 |
| Metal Reinforcement | 70,500 lbs. | .13 | 9,165.00 |
| | | | $45,235.00 |

| | |
|---|---|
| Subtotal | $476,211.00 |
| 10% Engr. & Cont. | 47,621.10 |
| Total | $523,832.10 |

Length of Structures 0.219 mile

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 9,000.00 | $ 8,000.00 | $ 1,000.00 |
| Structures | 523,823.10 | 483,000.00 | 40,823.10 |
| | $532,823.10 | $491,000.00 | $41,823.10 |

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SEP 16 1957
FOR FILING

I 324 (16)

5040

September 16, 1957

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on September 12, 1957 awarded to you State Highway Contract No. 5040 for construction of Mill Creek Bridges on the Salem By-pass Section of the Pacific Highway in Marion County.

This award was based on your bid of $72,186.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

I-32[illegible] Silverton Rd., [illegible] 1[illegible]7
[illegible]
#[illegible] [illegible]

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[illegible] 14 1958
FOR FILING

T 324 (16)

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 30, 1958

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 5041 | 9 Final | Hamilton & Thoms | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 16914 | H218562 | $17,701.28 | 7-30-58 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion date: 160 workdays from 9-26-57

Time Extensions: None

Completion Date: June 17, 1958

Date Accepted: July 31, 1958

Penalties: None of record

Claims: None of record

Remarks:

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Date: Aug. 4, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: AUG 4 1958
GRW.

NOTED ON CARD
em

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RECEIVED
JUL 22 1958
FOR FILING

I 324(C)

#44

July 22, 1958

**CERTIFIED MAIL**

Seaboard Surety Company
Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Wash.

Gentlemen:

State Highway Contract No. 5041 for Silverton Road, Sunnyview Avenue, Garden Road and State Street Overcrossings Widening on the Salem By-pass Section of the Pacific Highway in Marion County was completed by the contractor, Hamilton and Thoms, on June 17, 1958, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $17,701.28 will be released to the contractor after acceptance by the Commission. The total contract amount is $215,419.37, of which amount $1,516.13 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

RECEIVED
SEP 16 1957
FOR FILING

224(12)

5641

September 16, 1957

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on September 12, 1957 awarded to you State Highway Contract No. 5041 for Silverton Road, Sunnyview Avenue, Garden Road and State Street Overcrossing Widening on the Salem By-pass Section of the Pacific Highway in Marion County.

This award was based on your bid of $209,777.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

-324(76) [illegible] 1957
[illegible]
#5042 on the [illegible] 34-page Doc.

RECEIVED
SEP [illegible] 1960
FOR FILING
324 (11)
5042

Received 2:50PM Sept 1960

**CIVIL SUBPOENA**

STATE OF OREGON, }
County of Marion, } ss.

## IN THE NAME OF THE STATE OF OREGON

TO Floyd Query

~~Secretary of Oregon State Highway Commission~~

You hereby are commanded to appear in the Circuit Court of the State of Oregon, for the County of Marion, at the County Courthouse in Salem, in said Marion County, on the 20th day of September, 1960, at 9:30 o'clock A. M., to give evidence in a cause wherein Henry G. Carl et al are

Contract #5042

Plaintiffs, and William John Thompson and Pacific Motor Trucking Company are Defendants, on the part of the defendants.

WITNESS my hand and the seal of said Court affixed, at Salem, Oregon, on this 16th day of September, 1960

(SEAL OF SAID COURT)

STATE OF OREGON }
County of Marion } SS.
I hereby certify that the foregoing is a true and correct copy of the original.

H. C. MATTSON, County Clerk

Of Attorneys for defendants

By s/ IONA CLARK, Deputy.

STATE OF OREGON, }
County of Marion } ss.

I hereby certify that I served the foregoing Subpoena on the ____ day of ____, 19__, within said state and county, on the above-named ____

Settled Out of Court
Rec. tel call from Geo. Rhotens office
9-19-60 CH.

VOTED
FLOYD QUERY

by then and there delivering a true copy thereof, prepared and certified such to be by ____, to each of said persons, personally and in person, and, at the same time, giving (offering) to him the fees to which he is entitled by law for travel to and from said place designated and one day's attendance thereat.

Denver Young,
Sheriff of Marion County, Oregon
By ____, Deputy

(See ORS 44.140)

RECEIVED
NOV 20 1958
FOR FILING

I-324(16)

5042

November 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Labor Infringement Investigation
Your File 6-35.4

Dear Sir:

Reference is made to your letter of September 22 in which you requested that investigation be made into certain violations brought to light by Department of Labor inspections on the H. G. Carl Construction Company contract, Project 1-324(16), new 1-5-5(4)252, and the R. A. Heints Construction Company contract on Projects 1-248(16), new 1-82-2(2)15, and 1-3[illegible](8), new 1-82-1(9)14.

In this respect, I am submitting herewith supplemental payrolls, affidavits, and other pertinent material in connection with the labor infringement investigation.

On the Heints contract, the only infraction was the incorrect classification of some of the employees. Corrected and supplemental payrolls covering these errors along with an affidavit from one of the employees are forwarded herewith.

Missing transcripts were supplied for the Carl contract. Supplemental payrolls showing corrected classifications and back pay for two of the employees who were doing diversified work and who were not paid for part-time worked at higher classifications than shown on the original payrolls are also included. An affidavit from one of these men is included.

No evidence of willful violation of the labor regulations was found in the investigation. We wish to extend our thanks to those members of your staff who helped carry on the investigation. Their cooperation is greatly appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
cc Mr. W. C. Williams
Mr. Tom Edwards
LHY:fp fn

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.4

September 22, 1958

CONSTRUCTION DIVISION
RECEIVED
SEP 23 1958
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the Department of Labor inspections of two Oregon Interstate projects on January 29, 1958. The projects visited were the H. G. Carl Construction Co. contract on Project I-324(16), new I-5-5(4)252, and the R. A. Heintz Construction Co. contract on Projects I-248(16), new I-82-2(2)15; and I-301(8), new I-82-1(9)14. Mr. I. D. Merchant and Mr. L. L. Jensen, resident engineer, from your department accompanied Mr. E. J. Dubiel, Department of Labor Attorney, and representatives of this office to the Carl project. Mr. M. Juve, Mr. L. H. Young, and Mr. Ewen, resident engineer, represented your department on the Heinz project.

Many violations of various labor regulations were observed and enumerated in separate reports for each contract by Mr. Dubiel, dated February 10, 1958, copies of which are attached. Most of the questions raised at that time remain to be resolved as is apparent in other memoranda which are enclosed: Rothman to Enfield, April 21, 1958; French to Polk, June 25, 1958; Polk to French, July 14, 1958; Enfield to French, September 4, 1958. As a result, a complete investigation and written report of your findings pertaining to the various payroll and labor violations for both projects will be required by your department, in accordance with Policy and Procedure Memorandum 20-10.1.

In connection with the Carl contract, it is our opinion that the following actions will be necessary to satisfy minimum requirements:

1. Supplemental payrolls shall be issued showing correct classifications for all pay periods in which violations appear in accordance with the wage determination. If the foreman and assistant foreman as shown on numerous payrolls actually worked longer than 20% of their time spent on the job, the classifications corresponding to their work performed should be listed.

2. With respect to Mr. Dubiel's comments concerning Mr. Frank Moravec, a supplementary payroll will be necessary to show the proper classification or classifications for this man covering all payrolls in which he was listed "teamster". Extra wages which may be determined to be due this man should be shown on the supplementary payroll and correlated with the original payrolls.

3. An employee, Mr. Donald Barchers, was shown variously on different payrolls as part time operating engineer, and crane operator for which he was paid hourly rates of $3.00 and $2.86. Although these classifications are not specific it appears some underpayment is represented in comparison with the contract minimum wage rates. Similar action as with Moravec, above will be necessary.

4. No weekly payrolls are on file in this office for periods 12, 15 and 30 ending 12-5-57, 12-26-57 and 4-10-58. These should be submitted unless there is a logical reason for the omission.

Concerning R. A. Heintz Construction Company's records, supplemental payrolls will be needed showing the correct classification of all employees listed in the Company's earlier payrolls simply as "laborer". These payrolls should cover all pay periods from the time project work started to January 20, 1958.

In the case of the employee or employees who operated the belt loader (or modified elevating grader) it would appear that either the classification "Elevating grading operator" or "Any Machine Not Classified" would be acceptable. The name or names of the operator should be shown on the supplemental payroll, classified as above, and if paid at the rate of $2.98 per hour or more, no violation would be involved.

If it is determined that any employee was misclassified and received less pay than that to which he was entitled under the wage determination for the project, supplemental pay rolls should be furnished covering adjustments made.

It is requested that the investigations be expedited at the earliest date possible. If desired, we will arrange to contact your resident engineers, whom we assume will execute the investigation, and explain any of the details listed above.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

RECEIVED
SEP 23 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Encls.

BUREAU OF PUBLIC ROADS

08-00.56 Mr. R. M. French, Regional Engineer
Portland, Oregon

September 4, 1958

26-31 C. W. Enfield, General Counsel
Washington, D. C.

Oregon Projects I-301(8) (I-82-1(9)14) and I-248(16)
(I-82-2(2)15), Sundial Rooster Rock Section, Columbia
River Highway; and Project I-324(16) (I-55(4)252),
Salem By-pass Section, Pacific Highway, US 99

This will acknowledge receipt of your memorandum of August 8, 1958, on the above mentioned subject.

With reference to Mr. Polk's report dated July 14, 1958, on the first mentioned projects, I would like to make the following comments. The first comment has reference to the allegation that men were apparently listed on this project under the classification "laborer" and were doing other types of work. Mr. Polk's comments on this are not satisfactory. For example, he does not indicate whether any adjustments of underpayment were made to individuals who were in fact working in higher classifications during the period prior to the pay period January 20-25. He does not indicate whether supplemental payrolls showing correct classifications were filed for periods before that time, and he does not give the amounts of payments to employees, if any.

Secondly, the comments by Mr. Dubiel on pages one and two of his February 10, 1958 memorandum are a strong indictment of your office and my office as well as Mr. Polk's division. These comments indicate that, in the opinion of the author, we had done nothing to educate or instruct the State's project engineers on proper procedure, regulations, etc. The explanation given by Mr. Polk on page two of his memorandum that certain regulatory language is plain and the meaning clear, and that the contractor and supervising engineer "by simply reading the contract, could have readily determined the prescribed method" is inadequate. He gives no indication in his memorandum that the State project engineers or others have any better understanding today than they had in January of the proper procedures.

Thirdly, with respect to the new type of machine mentioned in Mr. Dubiel's memorandum and also on page two of Mr. Polk's memorandum, it is suggested that the proper procedure in such case would be to request a supplementary wage determination for the operator of that machine, and that estimated wages be paid the operator until the supplemental decision is received. Then adjustments can be made as necessary between the wages actually paid and those authorized by the supplemental wage determination. This procedure should be followed even if the machine is only going to be used for a few days.

The matter of the temporary bridging and covering subcontracts, and also the question of the posting of the wage rate posters are satisfactorily explained in Mr. Polk's memorandum.

As to the third project, 1-324(16), the charges made in Mr. Schiel's memorandum appear to be a good deal more serious. It is, therefore, requested that you review carefully the report to be made on this matter and that you assure yourself that all the questions raised by Mr. Schiel's memorandum are resolved before transmitting such report to this office. It is also requested that if the division office has not submitted that report by this time, they be requested to expedite the matter. You should also satisfy yourself that the procedures of the Oregon Division are adequate for effective discharge of the Bureau's responsibility for labor compliance, with respect to which serious doubt has been raised by the report resulting from the Department of Labor inspection.

02-35

W.H.B.

E. H. French, Regional Engineer
Portland, Oregon

July 14, 1958

C. G. Polk, Division Engineer
Salem, Oregon

File

Oregon Projects Old I-302(8) and I-249(16)
Corresponding New Numbers I-82-1(9)14, I-82-2(2)15
Sundial Rooster Rock Section, Columbia River Highway

Reference is made to your memorandum dated June 25, 1958, to Mr. Enfield's memorandum dated June 16, and to the Acting Assistant Solicitor, Department of Labor, Mr. James R. Beaird's letter of April 21, 1958, concerning indicated violations of labor standards observed on Mr. Dubiel's visit to subject projects on January 29, 1958.

The contractor's payroll examined by Mr. Dubiel had been subdivided into three classes of labor - skilled, intermediate and unskilled. All employees of the laborer's craft whose pay, based on duties performed, was listed under "unskilled", were paid at the minimum rate of $2.35 per hour. Any employee of the laborer's craft who received more than the $2.35 minimum was shown under the contractor's "intermediate". For example, a transcript of the payroll for the period January 6, 1958 to January 11, 1958 lists one R. Finley, properly, as a power saw operator at the rate of $2.70 per hour.

Beginning with the pay period January 20 - January 25, transcripts of the pay roll show that the use of general term "laborer" was dropped and the approved classification, such as "Brush burner", "Culverts, hand labor", "Flagman (Traffic)", etc., for the lowest paid group, was used. This practice has continued to date. We have every reason to believe that any "violation" in this respect may have been in the letter, not the spirit, of the law and the regulations.

As to the question raised about the contractor's or state resident engineer's understanding of procedure to be used in obtaining additional classifications by supplemental decisions we quote Paragraph 3, "Special Provisions Applicable to Federal-aid Interstate Projects", Page 25, Contract 5090:

> 3. "No laborers or mechanics may be employed on the work except in accordance with the classifications set forth in the schedule mentioned above; (decision No. S-1666, dated September 13, 1957) provided, however,

> "that in event additional classifications are desired, application shall be made by the contractor to the State Highway Department and (1) the State shall request appropriate classifications and rates from the Secretary of Labor, or (2) if there is urgent need for any additional classification of laborers and mechanics to avoid undue delay in the work, the contractor may employ such laborers and mechanics at rates conformable to the Secretary's decision provided he has made written application through the State Highway Department addressed to the Secretary of Labor for a supplemental decision, provided further that the contractor will retroactively adjust, upon receipt of the supplemental decision, any wages of laborers or mechanics if the rates determined by the Secretary of Labor exceed the rates paid by the contractor".

It appears that the language is plain and the meaning clear. The contractor and the supervising engineer, by simply reading the contract, could have readily determined the prescribed method used in obtaining supplemental decisions.

The new type of machine mentioned in the penultimate paragraph of Mr. Dubiel's letter was a modified type of elevating grader. It was placed on the project on a trial basis somewhat in the nature of an experiment. Its use was discontinued after relatively few days of operation due to unduly high maintenance costs. Its employment on the project was for a far shorter period than would have been needed to obtain, through channels, a supplemental decision on the operator's rate, which rate apparently was satisfactory to the operator and to the union of which he was a member. At least no complaint from either has been called to our attention.

The matter of the temporary bridging and covering subcontracts, also mentioned in Mr. Dubiel's letter, was taken care of automatically when the contractor decided that it would be in his financial interest to use legal load limits on the existing highway rather than undergo the expense of building a haul road structure that would permit the use of off-the-road equipment.

During the course of Mr. Dubiel's visit to this office and to subject projects we were left with the distinct impression that his mission was, primarily, to observe, to explain and to instruct in the correction of technical violations which might be overlooked by those charged with the enforcement of the law and regulations, who did not have the benefit of legal training and enforcement experience.

In view of these circumstances, the technical nature of the violations discussed above, and developments subsequent to the January 29 inspection, we feel that the full scale investigation requested is unnecessary. We, therefore, plan to await your additional instructions in the matter before proceeding further.

WMB/dvl

C
O
P
Y

08-00.56 BUREAU OF PUBLIC ROADS

C. G. Polk, Division Engineer
Salem, Oregon

June 25, 1958

B. M. French, Regional Engineer
Portland, Oregon

By:
I. E. Gillson
Administrative Officer

Projects I-324(16) New Number I-5-5(4)252,
I-248(16) New Number I-82-2(2)15, and
I-301(8) New Number I-82-1(9)14

Attached are two complete sets of copies of materials received from Mr. C. W. Enfield, General Counsel, in connection with his request for an investigayion and reports on the above projects in accordance with the requirements of Policy and Procedure Memorandum 20-10.1.

Attachments (2 sets)

HPS:dec

cc: Sedgwick

U. S. DEPARTMENT OF LABOR
OFFICE OF THE SOLICITOR
WASHINGTON 25

April 21, 1958

Mr. Clifton W. Enfield
General Counsel
Bureau of Public Roads
Department of Commerce
Washington 25, D. C.

Re: FAP No. I-324(16)
U. S. Highway 99
Salem, Oregon
H. G. Carl Construction Company
File E-58-647
and
FAP Nos. I-243 and I-301
Columbia River Highway
R. A. Heintz Construction Company
File E-58-747

Dear Mr. Enfield:

There are enclosed for your information copies of two self-explanatory reports, each dated February 18, 1958, concerning inspections conducted by this Department's representatives with Bureau of Public Roads and Oregon State Highway officials.

An inspection of the subject projects indicated violations of labor standards through misclassification and underpayment of several employees. It would be appreciated if you would have a full-scale investigation made of these matters. When the investigations are complete, reports of the findings together with your recommendations should be furnished this Office in accordance with Regulations, Part 5.

Your cooperation in these matters of mutual concern is appreciated.

Very truly yours,

Stuart Rothman
Solicitor of Labor

By____________________________
James R. Beaird
Acting Assistant Solicitor

Enclosures

OFFICE OF [illegible] SOLICITOR, D. T. OF LABOR, [illegible] FRANCISCO, CALIF.

Kenneth C. Robertson, Regional Attorney  February 10, 1958
SOL:EJD:em

Edwin J. Dubiel, Attorney

FAP No. I-394(16) -
Salem By-Pass Section, Pacific Highway, U.S. 99, Salem, Oregon
Dec. No. S-3357
Contractor: H. G. Carl Construction Co.
P. O. Box 387
Salem, Oregon

Inspection was made by me of the subject project accompanied by two officials of the Bureau of Public Roads and the Oregon State Highway Engineer. Results of this investigation are typified in many instances on other payrolls examined by me for different projects at the Division office of the Bureau of Public Roads at Salem. A copy of the certified transcript of payrolls of one week is enclosed to show a typical example of a project and the violations appearing thereon.

Examination of the payrolls indicates that employees were not listed in accordance with their proper classifications. Examples are employees John Bickford and Frank Singer who are shown as foreman and assistant foreman respectively with no indication of their crafts. They were performing functions which very readily could be classified as mechanics and laborers under the Act. It was pointed out to the Bureau of Public Roads and the State Highway Officials that such individuals may be working foreman and entitled to the protection of the Act. If such individuals were working foremen they should be shown on the payroll not only as foremen but also as the journeyman classification worker as shown on the wage determination.

An employee, Claude Rutherford, was shown as a "finisher". In actuality, he was doing work as a cement mason. Although his rate of pay was more than called for in the wage determination for cement mason, it would be impossible to determine his correct classification from the payroll if at some future date his classification was questioned.

An employee, Don Archers, was shown as working two classifications, one crane operator, the other laborer. The classification of crane operator in the determination calls for a minimum pay scale of $3.16 to $3.66 per hour, depending on type and size of crane used. He was being paid at a rate of $3.00 per hour. Investigation of the company payrolls and records did not disclose his actual occupation. I was unable to contact him to further investigate this matter.

One employee, Frank Moravec was listed under the classification of teamster and paid at a rate of $2.48½ per hour. In actuality he had done work at various classifications which seemingly would include the classification of welder, solo flat bed and miscellaneous body truck driver, and welder and burner. There do not appear to be any rates for any of his work at rates less than $2.50 per hour excepting such work as he may have performed as a common laborer. The lowest rate shown on the determination for any classification of teamster is $2.50 per hour and the rate for welders and burners is $3.25 per hour.

The employees listed as laborers, to wit: Don Barchers, Gene Whittlesey, Roland Christensen, Carl Barchers and Henry Kern, were not shown at the classifications set forth in the wage determination. They were paid at a rate of pay which is the lowest they possibly could be paid as laborers of any classification. It was not possible to contact any of these individuals in the time given for the investigation to determine if they were due any additional pay.

[redacted]

It was noted that when extensions are made of the hourly rate and the total hours worked, possible extensive violations of the Fair Labor Standards Act are indicated, in that the employees were paid a straight time rate for all hours in excess of 40 per week. Payrolls were examined that were submitted by this contractor of the last four months. They all indicated the same type of violations and the listing of the individuals as the classifications are indicated in the attachment.

It was noted that no posters were made available and that the employees contacted were not apprised of their rights under the law. It was indicated by the project engineer that the contractors under his jurisdiction have been continously late in the submission of their payrolls. He has indicated that at times he will get four to five weeks of payrolls at one time from a contractor. He also indicated that subcontractors were continuously not submitting payrolls as required by the Act and that the prime contractors have not made the necessary effort in requiring submissions of payrolls.

The copy of the payroll submitted is almost identical with those submitted by this contractor over the past four months. In that my time was limited in this investigation to one-half a day and climatic conditions made it impossible to contact the majority of the workers involved, I was unable to further detail possible violations.

It is my recommendation that the Bureau of Public Roads be contacted at the national level to make a complete investigation into this contractor concerning this project and any other projects on which he may be a contractor under the Federal-Aid Highway Act of 1956.

It is further recommended that the Wage and Hour Division be notified of the possible violations of the Fair Labor Standards Act so that they may conduct an investigation into the possible violations as outlined.

Attachment
Payroll transcript

Obliterated columns on Certified Transcript of Labor Pay Roll:

| 5. Rate per hour | 6. Total amount earned |
|---|---|
| 3.25 | 169.00 |
| 3.25 | 104.00 |
| 3.05 | 24.40 |
| 3.00 | 93.00 |
| 2.90 | 129.05 |
| 2.90 | 58.00 |
| 2.90 | 23.20 |
| 2.48½ | 7.46 |
| 2.35 | 39.95 |
| 2.35 | 75.20 |
| 2.35 | 109.28 |
| 2.35 | 68.15 |
| 2.35 | 7.05 |
| | Total 907.74 |

2

CONTRACTOR [illegible] Construction Co.
ADDRESS [illegible] Salem, Oregon
CONTRACT NO. [illegible]
TYPE Bridge Construction

# CERTIFIED TRANSCRIPT O

For Projects Financed in Whole Or

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 1 | 2 | 3 |  | 4. |  |  |  |  |  |  | 6 | 5 |
| LINE NO. | NAME<br>SEE INSTRUCTIONS ON REVERSE SIDE OF FORM |  | LABOR POSITION |  | HOURS WORKED EACH DAY |  |  |  |  |  |  | TOTAL HOURS WORKED | RATE PER HOUR |
|  |  |  |  |  | S | M | T | W | T | F | S |  |  |
| 1 | John Beckford | ✓ | Foreman | O<br>S | 4 | 8 | 8 | 8 | 8 | 8 | 8 | 52 | 3.25 |
| 2 | Frank Senger |  | Asst. Foreman | O<br>S |  | 8 | 8 |  | 8 | 8 |  | 32 | 3.25 |
| 3 |  |  |  | O<br>S |  |  |  |  |  |  |  |  |  |
| 4 | [illegible] Rutherford |  | Finisher | O<br>S |  |  |  |  | 8 |  |  | 8 | 3.00 |
| 5 |  |  |  | O<br>S |  |  |  |  |  |  |  |  |  |
| 6 | [illegible] | ✓ | Crane Operator | O<br>S |  | 5 | 8 | 8 | 5 |  | 5 | 31 | 3.00 |
| 7 |  |  |  | O<br>S |  |  |  |  |  |  |  |  |  |
| 8 | [illegible] | ✓ | Carpenter | O<br>S | 4 | 8 | 8½ | – | 8 | 8 | 8 | 44½ | 2.80 |
| 9 | [illegible] |  | Carpenter | O<br>S |  | 4 | 8 |  | 8 |  |  | 20 | 2.80 |
| 10 | Bob [illegible] |  | Carpenter | O<br>S |  |  |  |  | 8 |  |  | 8 | 2.80 |
| 11 |  |  |  | O<br>S |  |  |  |  |  |  |  |  |  |
| 12 | [illegible] |  | Teamster | O<br>S |  | 3 |  |  |  |  |  | 3 | [illegible] |
| 13 |  |  |  | O<br>S |  |  |  |  |  |  |  |  |  |
| 14 | [illegible] | ✓ | Laborer | O<br>S |  | 3 |  |  | 3 | 8 | 3 | 17 | 2.25 |
| 15 | [illegible] |  | Laborer | O<br>S |  | 8 | 8 |  | 8 | 8 |  | 32 | [illegible] |
| 16 | [illegible] | ✓ | Laborer | O<br>S |  | 8 | 8½ | 6 | 8 | 8 | 8 | 46½ | [illegible] |
| 17 | [illegible] |  | Laborer | O<br>S |  | 8 | 8 |  |  | 8 | 5 | 29 | [illegible] |
| 18 | [illegible] |  | Laborer | O<br>S |  | 3 |  |  |  |  |  | 3 | [illegible] |
| 19 |  |  |  | O<br>S |  |  |  |  |  |  |  |  |  |
| 20 |  |  |  | O<br>S |  |  |  |  |  |  |  |  |  |
| 21 |  |  |  | O<br>S |  |  |  |  |  |  |  |  |  |
| 22 |  |  |  | O<br>S |  |  |  |  |  |  |  |  |  |
| 23 |  |  |  | O<br>S |  |  |  |  |  |  |  |  |  |
| 24 |  |  |  | O<br>S |  |  |  |  |  |  |  |  |  |
| 25 |  |  |  | O<br>S |  |  |  |  |  |  |  |  |  |

[illegible]
1760 [illegible]
Salem
Ore.

DAILY JOURNAL OF COMMERCE PORTLAND OREGON

O—OVERTIME
S—STRAIGHT TIME

**PAY ROLL**

**Federal Funds**

PAY ROLL NO 16 SHEET NO 1

FEDERAL PROJECT NO

STATE Oregon COUNTY Marion

WEEK ENDING January 2, 1958

| 7 | | | | | 8 |
|---|---|---|---|---|---|
| DEDUCTIONS | | | | | |
| F.O.A. INS | STATE MED. AID | WITHHOLDING TAX | STATE INCOME TAX | TOTAL | ACTUAL WAGES PAID |
| 380 | 14 | 2290 | CC25<br>1040 | 4429 | 124 71 |
| 234 | 08 | 1380 | CC25<br>390 | 2037 | 83 6 |
| 55 | 02 | — | — | 57 | 23 8 |
| 209 | 08 | 1210 | CC25<br>210 | 1662 | 76 38 |
| 290 | 12 | 1370 | CC25<br>410 | 2067 | 107 98 |
| 131 | 06 | — | — | 137 | 56 6 |
| 52 | 02 | — | CC25<br>— | 79 | 22 4 |
| 17 | 02 | — | — | 19 | 7 2 |
| 90 | 04 | 250 | 40 | 384 | 36 11 |
| 169 | 08 | 200 | CC25<br>75 | 452 | 76 68 |
| 246 | 12 | 1700 | CC25<br>500 | 2483 | 84 4 |
| 153 | 08 | 550 | 130 | 841 | 59 74 |
| 16 | 02 | — | — | 18 | 6 8 |
| 20 42 | 88 | 96 30 | 29 46 | 147 05 | 960 69 |

By Check

FL 58
U10

OFFICE OF THE SOLICITOR, DEPT. OF LABOR, SAN FRANCISCO, CALIF.

Kenneth C. Robertson, Regional Attorney
February 10, 1958
SOL:EJD:es

Edwin J. Dubiel, Attorney

FAP No. I-248 & I-301
(W. Unit, Sundial -- Rooster Rock, Section Columbia River Highway,
US30 -- 15 Mi. East of Portland, Oregon)
Dec. No. S-4665
Contractor: R. A. Heintz Construction Co.

In accordance with instructions, I accompanied two officials of the Bureau of Public Roads and the supervising State Highway Engineer and reviewed the subject project on January 29, 1958.

A review of the payrolls disclosed that payrolls being submitted on this project listed the classification of "laborer". It is noted that the determination does not have such a classification. The determination has three different rates for different classifications of laborers. The rate paid to the workmen classified as "laborers" on this project was $2.35 per hour. When the contractor was questioned as to the work performed by the individuals concerned it was indicated that they did work falling under several of the classifications listed, but all carrying the minimum wage rate of $2.35 per hour.

The subject contractor had worked on many Government contracts before and as indicated by his payrolls he was showing individual classifications for all of his employees excepting the two laborers. This omission was due to an oversight. Because of climatic conditions we were unable to speak to any workers this day and, therefore, unable to check the project thoroughly.

It was noted that posters had not yet been given to the contractor although he had requested them previously. Copies of the wage determination were so posted as to be available to all employees.

The individual project engineer with whom discussions were held on this project were completely mystified as to the method of obtaining additional classifications by supplemental decisions. It appeared that he was uninformed as to his responsibility under the Act and in connection with this function performed a clerical function of receiving the certified payrolls and forwarding them to the Bureau of Public Roads. He was not informed as to any regulations or instructions of the Bureau of Public Roads or the Department of labor.

The contractor had presented several problems on which he had been unable to obtain answers from the resident engineer, the State Highway Department or the Bureau of Public Roads. One of these problems was whether a temporary bridging which he had contracted for construction on the project was part of the project and required the submission of payrolls. He was informed by me that the bridging work would have to be shown on payrolls submitted by the subcontractors through him to the State Highway Department.

He also was confronted with a new type of machine which was not covered by his union contract and the operator was not listed in the determination. I explained to him the instructions of the Bureau of Public Roads as to the method of seeking additional classifications on his contract. It appears from the investigation that the lack of knowledge of the contractors, resident engineers, state highway officials and the division office of the Bureau of Public Roads is such that the labor provisions of the Act and Regulations thereunder have not been enforced to any extent on projects within the State.

It would appear that the area is well organized and the rates paid to individual mechanics and laborers are in actuality higher than those on the determination but from discussion it would appear that the unions have not informed themselves of the rights of the workers under the Federal-Aid Highway Act of 1956. In my opinion the protection of the members cannot be fully gained in this state just because they are organized.

RECEIVED
AUG 11 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 16, 1958

| | | | |
|---|---|---|---|
| I 324 (10)<br>(CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 5042<br>(VOUCHER NO.) | 9 Final<br>(WARRANT NO.) | H. G. Carl Construction Co.<br>(AMOUNT) | (DATE) |
| 15515 | H217222 | $ 2,326.02 | 7-16-58 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion date: **160 workdays from 9-26-57**

Time Extensions: **None**

Completion Date: **June 16, 1958**

Date Accepted: **July 31, 1958**

Penalties: **None of record**

Claims: **Claim by Pacific Motor Trucking Co. for damage to equipment in amt. of $1,250.**

Remarks:

---

Date: **Aug. 4, 1958**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 4 1958
GKK

NOTED ON CARD

RECEIVED
JUL 11 1958
FOR FILING

I-324 (16)

5042

July 10, 1958

**CERTIFIED MAIL**

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 5042 for Turner Road, Market Road 56 and Boone Road Overcrossings Widening on the Salem By-pass Section of the Pacific Highway in Marion County was completed by the contractor, N. G. Carl Const. Co., on June 16, 1958, but has not as yet been accepted by the Commission.

Final payment in the amount of $9,326.02 will be released to the contractor after acceptance by the Commission. The total contract amount is $115,585.43, of which amount $543.37 represents force account items.

There is a claim filed against this project by Pacific Motor Trucking Company, of which you have been previously notified, in the amount of $1,250.00.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em
cc: Bourland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

NOTED ON CARD
em

RECEIVED
APR 16 1958
FOR FILING

April 15, 1958

83

Mr. C. T. Danen, Claim Examiner
Allstate Insurance Company
198 South Commercial Street
Salem, Oregon

Dear Sir:

Reference is made to your letter of April 8 in regard to the damage to the car belonging to Wesley W. Griffith, as the result of an accident involving a truck and a bridge structure on the Turner Road near Salem. You asked for comment on the allegations in the letter you submitted from the Pacific Indemnity Company.

Immediately after the collision of the truck with the falsework under the bridge, the State Police and Mr. Carl, the contractor, arrived at the scene. They measured the height of the semitrailer which was 13 feet 7 inches. They measured the minimum clearance under the falsework of the bridge. This measurement was 13 feet 4 inches. They also ascertained that illuminated "Bridge Construction Ahead" signs, "Impaired Clearance" signs, and red lights outlining the opening through the falsework were all in place as specified in the contract, and all were lighted at the time of the accident.

As any vehicle exceeding 12 feet 6 inches in height is required to obtain a Highway Department permit to travel on any highway, the driver and/or owner of this equipment was in violation of the law, as no permit had been applied for or issued.

If you need further information, feel free to call on us.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

FORM E-30 50M 6-57—6583

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1958

SUBJECT: Assignment #88 - PMS
Accident: 2-11-58
Claim of Allstate Ins. Co.
against Pacific Indemnity
Co.; Wesley Griffith

To:

Mr. P. M. Stephenson
Assistant State Highway Engineer

Reference is made to subject Assignment which consisted of a copy of a letter of March 21, 1958, from Pacific Indemnity Co. to Allstate Insurance Co. and a letter to the Highway Department dated April 8, 1958, from C. T. Danen, Claim Examiner for the Allstate Insurance Co., 198 South Commerical Street, Salem.

The accident apparently involved a tractor and semi-trailer owned by the Pacific Motor Trucking Co. and insured by Pacific Indemnity Co., and a 1952 Chrysler car owned by Wesley Griffith and insured by the Allstate Insurance Co. The semi-trailer struck the falsework in the portal of the Salem Bypass structure over Turner Road. This collision apparently also caused the damage to the Griffith vehicle.

I have discussed this matter with Luther L. Jensen, Resident Bridge Engineer, who had been advised of some of the details of this accident by our contractor, H. G. Carl. He told me that illuminated "Bridge Construction Ahead" signs, "Impaired Clearance" signs, and red lights outlining the portal were all in place per contract and were lit at the time of the accident. State Police and Mr. Carl were at the scene shortly after the accident occurred. They measured the height of the semi-trailer which was 13 ft. 7 inches. Minimum clearance of the falsework they measured at 13 ft. 4 inches. Mr. Jensen gave me the attached sketch which shows the absolute minimum clearance to be 13.33 ft.

As any vehicle exceeding 12 ft. 6 inches in height is required to obtain a Highway Department permit to travel on any highway, the driver and/or owner of this equipment was in violation of the law as no permit had been applied for. At the time of this accident, no over-height permit would have been issued for Turner Road due to the impaired vertical clearance of this structure. There appears to be no negligence whatever on the part of either the H. G. Carl Construction Co. or the Highway Department.

We suggest that this information be forwarded to Mr. Danen and that he be advised to contact the H. G. Carl Construction Co., 1210 S. 22nd Street in Salem, if any more information is required concerning this accident.

We return herewith your record of assignment and the letters from Allstate Insurance Co. and Pacific Indemnity Co.

John A. Phillips

John A. Phillips
Assistant Maintenance Office Engineer

JAP:jre
Encl.

cc: Ivan Merchant
Luther L. Jensen

Form E-106—10M—4-57
State Printing 3071

Job No. ..................................

Sheet .......... of .......... Sheets

# OREGON STATE HIGHWAY DEPARTMENT

Calculations for ..........................................................................................................................................

Made by ................................, 19....... Checked by ................................, 19....... Backchecked by ................................, 19.......

ALLSTATE
INSURANCE COMPANY

REGIONAL OFFICE • 198 SOUTH COMMERCIAL STREET • SALEM, OREGON

April 8, 1958

In reply please refer to

17H00191
Wesley Griffith

State of Oregon
Highway Department
Salem, Oregon

Gentlemen:

Enlcosed is a copy of a letter we received in reply to our demand for reimbursement of our loss arising out of damage to Wesley W. Griffiths' 1952 Chrysler on February 11, 1958.

On the date referred to above a truck insured by the Pacific Indemnity Company collided with a bridge structure on the Turner Road.

Please advise if the allegations made in the attached letter are true and if so will you refer this matter to the proper persons for determination of your responsibility.

Sincerely yours,

C. T. Danen
Claim Examiner

CTD/mw

RECEIVED
APR 9 1958
OREGON
STATE HIGHWAY COMMISSION

You're in Good Hands with Allstate Insurance

NOTED
J. A. PHILLIPS

**PACIFIC INDEMNITY COMPANY**
Los Angeles

**SWETT & CRAWFORD**
UNDERWRITING MANAGERS
CAPITOL 2-9321

1515 YEON BLDG. PORTLAND 4

[illegible] 1, 19[illegible]

Allstate Insurance Company
19[illegible] S. Commercial Street
Salem, Oregon

Re: [illegible] : [illegible]
Claimant : [illegible]
[illegible] : [illegible]
File No. : [illegible]
Your File : [illegible]

Attention: [illegible]

Gentlemen:

We have completed our investigation of [illegible] position to offer [illegible].

Our investigation [illegible] with the [illegible] Highway [illegible] Traffic" that [illegible] of thirteen feet. It [illegible] lined with red electric lights, lighted during [illegible] darkness and also required that the electric lights [illegible] stating "Caution, Bridge Construction [illegible] Clearance 13 Feet".

The point of collision between the false [illegible] height the top of our semi-trailor that we insure, [illegible], [illegible] one fourth inches above the ground. [illegible] were posted at the [illegible] collision [illegible] vertical clearance.

As you can see, we find negligence on the part of [illegible] Construction Company. Never the less, we are willing to [illegible] this claim with you on the basis of 50% of [illegible]. If [illegible] insurance carriers will cooperate for [illegible] 50 we will be happy to furnish you with a draft and a release in full. If [illegible], we will forward you the 50% and [illegible] to be signed.

Sincerely yours,

PACIFIC INDEMNITY COMPANY

A. T. Murphy, Jr.

ATM:acd

NOTED
J. A. PHILLIPS

filed

RECEIVED
FEB 21 1958
FOR FILING

[illegible]

5342

February 19, 1958

Glens Falls Insurance Company
Pacific Coast Department
6th Floor Mills Tower
San Francisco, California

Gentlemen:

This note is simply to inform you that a claim has been filed with the State Highway Department by the Pacific Motor Trucking Company against State Highway Contract No. 5342, which was awarded to H. G. Carl Construction Company, for construction of the Turner Road Overcrossing on the Salem By-pass Section of U.S. 99, Marion County.

The claim is in the amount of $1,250 and represents the cost of repairing damage to the Company's equipment purported by reason of the operations of the contractor in removing superstructure forms.

The information is given you inasmuch as the Glens Falls Insurance Company appears as surety on the performance bond furnished by the contractor in this instance.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Glens Falls Insurance Company
Bourland Insurance Agency, Agent
1980 Fairgrounds Road
Salem, Oregon

H. G. Carl Construction Company
1810 S. 22nd Street
Salem, Oregon

Commissioners
W. C. Williams
Forrest Cooper

REFERRED TO Quincy — was mailed letter
BY SECRETARY
to note on card

NOTED ON CARD

February 19, 1958

Mr. E. H. Goins
District Claims Agent
Southern Pacific Company
Pacific Building
520 S. W. Yamhill Street
Portland 4, Oregon

Re: Your File No. PMT-G-1515

Dear Mr. Goins:

Just received is your letter of February 18 regarding the claim of the Pacific Motor Trucking Company for damage to their equipment caused by the operations of the State Highway contractor at the Turner Road Overcrossing on the Salem By-pass Section of US 99.

It appears to me from the information available that your claim should be filed against the contractor. The contract to which you refer is State Highway Contract No. 5042, awarded to H. G. Carl Construction Company on September 12, 1957. The contractor's address is 1210 S. 22nd Street, Salem, Oregon.

In connection with this contract the contractor was required to furnish a performance bond to assure satisfactory completion of the job and for the payment of claims arising out of the work. This bond was written by the Glens Falls Insurance Company for whom Bourland Insurance Agency, 1980 Fairgrounds Road, Salem, Oregon, is the resident agent. Whether or not the contractor has purchased indemnity insurance to cover his operations, I do not know.

If your claim is pursued under the bond I would suggest, if you do not secure satisfaction by presenting your claim to the contractor and the surety on his bond, that you file your claim with the Secretary of State in conformity with the statutes covering such matters. For your ready information I enclose excerpts from the Oregon laws on the subject. You will note that the claim must be filed with the Secretary of State prior to the expiration of the period of six months from the date of acceptance of the contract by the State Highway Commission in order to hold the bond responsible and liable upon expiration of that period of time.

NOTED ON CARD
OW

Mr. E. H. Goins

February 19, 1958

In conformity with out standard practice, I am today calling the claim to the attention of the contractor and his surety.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

3-57-500

# Southern Pacific Company

PACIFIC BUILDING, 520 S. W. YAMHILL STREET
PORTLAND 4, OREGON

J. R. HIGGINS
DISTRICT CLAIMS AGENT

8-3581

IN REPLY PLEASE REFER TO

File PMT-G-1515

February 18, 1958

Oregon State Highway Department
Salem, Oregon

Gentlemen:

On February 11, 1958, about 5:25 p.m., on Turner Road where it passes under Oregon-U. S. Highway 99, Salem by-pass, equipment belonging to the Pacific Motor Trucking Company was caused to strike wooden superstructure forms which were being taken down and had been lowered, leaving impaired clearance without flag or warning sign. Our equipment was damaged in an estimated amount of $1,250. I understand that this work was being done under contract by A. H. Carl, whose address I do not know.

I would appreciate it if you will advise me whether or not the matter of claim should be handled direct with the contractor, and, if so, give me full information so that I can write to him. If the matter is to be handled with the state, will you tell me the manner in which claim of this case should be presented to you, and whether or not there is any limit as to time for presentation.

Very truly yours,

E. H. Goins
E. H. GOINS
District Claims Agent

EHG:hrs

RECEIVED
FEB 19 1958
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

NOTED ON CARD

# 5042

RECEIVED
SEP 16 1957
FOR FILING
[illegible]
5944

September 16, 1957

H. G. Carl Construction Company
1210 S. 22nd Street
Salem, Oregon

Gentlemen:

The State Highway Commission on September 12, 1957 awarded to you State Highway Contract No. 5944 for Turner Road, Market Road 56 and Boone Road Overcrossing Widening on the Salem By-pass Section of the Pacific Highway in Marion County.

This award was based on your bid of $115,895.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

I-[illegible] (16) S.W. Spring Garden Rd. [illegible]
Undercrossing [illegible] Dr.-
[illegible] Washington Co. Line Sec.

OREGON STATE HIGHWAY DEPARTMENT
(date)

August 14, 1959

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 5043 | 10 Final | Johnston & Bryant | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 19649 | 18171 | $ 9,982.80 | 8/18/59 |

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapiewske
ACCOUNTING DIVISION

---

Specified completion date: 160 workdays from September 26, 1957

Time Extensions: None of record

Completion Date: June 20, 1959

Date Accepted: July 2, 1959

Penalties: None of record

Claims: None of record

Remarks:

---

Date: August 17, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

for C. N. Head
Floyd Query
Secretary

Warrant Mailed: AUG 17 1959

NOTED ON CARD
lc

RECEIVED
AUG 3 - 1959
FOR FILING

J 303 (R)

5043

July 31, 1959

Great American Insurance Company
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5043 for SW Spring Garden Road Undercrossing on Harbor Drive-Washington County Line Section of Pacific Highway in Multnomah County was completed by the contractor, Johnston & Bryant, on June 20, 1959, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $9,982.80 will be released to the contractor on or after August 10, 1959. The total contract amount is $134,348.17, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Company
320 California Street
San Francisco 26, California

cc: Great American Insurance Company
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

RECEIVED
MAR 1959
FOR FILING

I-203 (T6)
5043

When replying, refer to:
08-35.6

March 3, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Project I-5-6(3)296
Contract No. 5043

Dear Sir:

On Mercer Steel Co., Inc., pay rolls, we find the following men listed as Ironworker Reinforcing Apprentices:

Tom Foster - week 11-6-58 to 11-12-58
E. Garbrick - week 11-13-58 to 11-19-58

We have been informed by the State of Oregon Bureau of Labor that neither of these men is registered with the State of Oregon Apprenticeship Council. Therefore, it will be necessary for the Mercer Steel Co., Inc., to issue a supplemental pay roll and pay these two men for the difference in pay due them between the rate paid and the predetermined journeyman's rate.

Very truly yours,

C. G. Polk
Division Engineer

Orig. to
Mr. Gardner
(Brownsville)

RECEIVED
SEP 16 1957
FOR FILING
I 303 (4)

5643

September 16, 1957

Johnston and Bryant
803 E. Sixth
Newberg, Oregon

Gentlemen:

The State Highway Commission on September 12, 1957 awarded to you State Highway Contract No. 5643 for construction of S. W. Spring Garden Road Undercrossing on the Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County.

This award was based on your bid of $126,778.75 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
SEP 3 - 1957
FOR FILING
OREGON DISTRICT
I-303 (16)
08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

August 28, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-303(16), S.W. Spring Garden Road Undercrossing on the 3rd Avenue-S.W. Capitol Highway Section of the Pacific Highway. This is to authorize your advertising for bids.

This approval is given subject to your making any corrections or revisions which may be found necessary following a complete review of the design details.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been obtained.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

NOTED
[illegible] CHASE

1-323([illegible]) [illegible] [illegible] [illegible] Sec. [illegible]

[illegible] Columbia River [illegible].

5044

STATE COPY I-323 (24) 5035 5044

| | | |
|---|---|---|
| Monthly transaction number<br>11-15 | F PR-2A U.S. DEPARTMENT OF COMMERCE<br>( 10-65) BUREAU OF PUBLIC ROADS | ate<br>Oregon |
| Project report number | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Multnomah |
| Modification number<br>2 | *(PPM 21-7)*<br>10-31-[illegible] | Project number<br>I-80N-1(6)0 |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 17, 19 58, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 128,644 | $ 0 |
| Federal funds | $ 111,476.38 | $ 0 |
| Other revisions | | |

This modification is made for the following reasons:

Project being withdrawn from Interstate System and transferred to Primary System.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 31st day of October, 19 69.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By F B Klaboe

Assistant State Highway Engineer
(Title)

By ______________________

______________________
(Title)

By ______________________

______________________
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By ______________________
(Division Engineer)

For: R. E. Simpson

5644

| | | |
|---|---|---|
| Monthly Transaction No.<br>2-49 | Fo -2 (5-28-57) U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | te Oregon |
| Project Report No.<br>9 | **FEDERAL-AID PROJECT AGREEMENT** | County Multnomah |
| | | Project No.<br>I-323(24) |

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Union Avenue-42nd Avenue Section of the T. H. Banfield Expressway in Portland (US-30).

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | | |
| Rights-of-Way | | |
| Construction | 8/15/57 | 2.2 |
| Other *(Specify)* | | |

**FUNDS**

| | |
|---|---|
| Estimated total cost of project<br>$ 121,251.77 | Federal funds<br>$ 112,000.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)
By Chas H Reynolds
Chairman, State Highway Commission
(title)
By
Member, State Highway Commission
(title)
By
Member, State Highway Commission
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
By C G Polk
Division Engineer

Date executed by
Division Engineer February 17, 1958

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Oregon State Highway Department

Federal Aid
Project No. I-323(24)

## UNION AVENUE-42ND AVENUE SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 31, 1957

Type Code Y005
Slope Paving (Sta. 28+00 to Sta. 137+60) (Contract No. 5035)

| | | | | |
|---|---|---|---|---|
| Preparation of Slopes | All | Required | $ | $ 700.00 |
| Furnish and Place Embankment | 50 | cu. yds. | 7.00 | 350.00 |
| Concrete Slab Riprap | 1,125 | sq. yds. | 7.00 | 7,875.00 |
| | | | | $ 8,925.00 |

Type Code Y005
Fencing and Roadside Improvement (Contract No. 5044)

| | | | | |
|---|---|---|---|---|
| General Excavation, Unclassified | 18,500 | cu. yds. | $1.10 | $ 20,350.00 |
| Loading and Placing Topsoil | 1,550 | cu. yds. | 1.20 | 1,860.00 |
| 8-inch Sewer Pipe | 60 | lin. ft. | 1.28 | 76.80 |
| Concrete Inlets | 1 | only | 75.00 | 75.00 |
| ½-inch Galvanized Steel Pipe | 600 | lin. ft. | 0.46 | 276.00 |
| 3/4-inch Galvanized Steel Pipe | 1,800 | lin. ft. | 0.55 | 990.00 |
| 1-inch Galvanized Steel Pipe | 1,600 | lin. ft. | 0.70 | 1,120.00 |
| 1¼-inch Galvanized Steel Pipe | 1,500 | lin. ft. | 0.89 | 1,335.00 |
| 1½-inch Galvanized Steel Pipe | 800 | lin. ft. | 1.05 | 840.00 |
| 2-inch Galvanized Steel Pipe | 700 | lin. ft. | 1.28 | 896.00 |
| 2½-inch Galvanized Steel Pipe | 30 | lin. ft. | 2.01 | 60.30 |
| 1-inch Section Control Valves | 2 | only | 12.20 | 24.40 |
| 1¼-inch Section Control Valves | 4 | only | 14.28 | 57.12 |
| 1½-inch Section Control Valves | 5 | only | 16.52 | 82.60 |
| 2-inch Section Control Valves | 9 | only | 21.28 | 191.52 |
| 3/4-inch Quick Coupling Hose Valves | 2 | only | 8.90 | 17.80 |
| ½-inch Drain Valves | 25 | only | 9.25 | 231.25 |
| Pop-up Sprinkler Heads | 12 | only | 12.50 | 150.00 |
| Pop-up Sprinkler Heads, Non-revolving | 170 | only | 4.20 | 714.00 |
| Shrubbery Sprinkling Heads | 110 | only | 1.10 | 121.00 |
| Furnishing and Planting Trees | 265 | only | 5.60 | 1,484.00 |
| Furnishing and Planting Shrubs | 2,700 | only | 2.60 | 7,020.00 |
| Furnishing and Planting Vines | 18,500 | only | 0.45 | 8,325.00 |
| Planting Vines | 61,500 | only | 0.23 | 14,145.00 |
| Lawn Construction | 3.0 | acres | 1,200.00 | 3,600.00 |
| Grass Seed, Highland Bentgrass | 220 | lbs. | 0.70 | 154.00 |
| Grass Seed, Creeping Red Fescue | 290 | lbs. | 0.75 | 217.50 |
| Grass Seed, Kentucky Bluegrass | 130 | lbs. | 0.85 | 110.50 |
| Fertilizer, Manure | 40 | cu. yds. | 5.00 | 200.00 |
| Inorganic Fertilizer 10-6-4 | 240 | cwt. | 4.00 | 960.00 |
| Sawdust | 290 | units | 15.00 | 4,350.00 |
| Class "C" Asphaltic Concrete | 580 | tons | 22.00 | 12,760.00 |
| Type 3 70" Fence | 810 | rods | 19.87 | 16,094.70 |
| 4' x 58" Metal Gates | 16 | only | 50.90 | 814.40 |
| | | | | $ 99,703.89 |

|  |  |
|---|---|
| Water Meters | $ 1,600.00 |
|  | $101,303.89 |
|  |  |
| Subtotal | $110,228.89 |
| 10% Engr. & Cont. | 11,022.88 |
| Total | $121,251.77 |

Length of Project - - - - - - - - - - - - 2.060 Miles
Cost Per Mile - - - - - - - - - - - - - - $58,860.08

|  |  |
|---|---|
| Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - | $112,000.00 |
| State Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 9,251.77 |
|  | $121,251.77 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-323(24)

## UNION AVENUE-42ND AVENUE SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 9, 1957

Type Code Y005
Slope Paving (Sta. 28+00 to Sta. 137+60)

| | | | |
|---|---|---|---|
| Preparation of Slopes | All Required | $ | $ 2,500.00 |
| Furnish and Place Embankment | 50 cu. yds. | 4.00 | 200.00 |
| Concrete Slab Riprap | 1,125 cu. yds. | 10.00 | 11,250.00 |
| | Subtotal | | $13,950.00 |
| | 10% Engr. & Cont. | | 1,395.00 |
| | Total | | $15,345.00 |

Length of Project ~~2.019~~ 2.060 Mile
Cost of Project Per Mile $7,600.29

| | |
|---|---|
| Federal Funds.............................................................. | $14,100.00 |
| State Funds.............................................................. | 1,245.00 |
| | $15,345.00 |

Oregon State Highway Department

Federal Aid
Project No. I-323(24)

## UNION AVENUE-42nd AVENUE SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 23, 1957

### Type Code X005

### Slope Paving (Sta. 28+00 to Sta. 137+60)

| | | | |
|---|---|---|---|
| Preparation of Slopes | All Required | $ | $ 2,500.00 |
| Furnish and Place Embankment | 50 cu. yds. | 4.00 | 200.00 |
| Concrete Slab Riprap | 1,125 sq. yds. | 10.00 | 11,250.00 |
| | | | $13,950.00 |

### Type Code X005
### Pumping and Roadside Improvement

| | | | |
|---|---|---|---|
| General Excavation, Unclassified | 18,500 cu. yds. | 1.25 | 23,125.00 |
| Loading and Placing Topsoil | 1,550 cu. yds. | 1.50 | 2,325.00 |
| 8-inch Sewer Pipe | 60 lin. ft. | 2.25 | 135.00 |
| Concrete Inlets | 1 only | 80.00 | 80.00 |
| ½-inch Galvanized Steel Pipe | 600 lin. ft. | .55 | 330.00 |
| 3/4-inch Galvanized Steel Pipe | 1,800 lin. ft. | .65 | 1,170.00 |
| 1-inch Galvanized Steel Pipe | 1,600 lin. ft. | .80 | 1,280.00 |
| 1¼-inch Galvanized Steel Pipe | 1,500 lin. ft. | .90 | 1,350.00 |
| 1½-inch Galvanized Steel Pipe | 800 lin. ft. | 1.00 | 800.00 |
| 2-inch Galvanized Steel Pipe | 700 lin. ft. | 1.40 | 980.00 |
| 2½-inch Galvanized Steel Pipe | 30 lin. ft. | 2.00 | 60.00 |
| 1-inch Section Control Valves | 2 only | 15.00 | 30.00 |
| 1¼-inch Section Control Valves | 4 only | 25.00 | 80.00 |
| 1½-inch Section Control Valves | 5 only | 25.00 | 125.00 |
| 2-inch Section Control Valves | 9 only | 30.00 | 270.00 |
| 3/4-inch Quick Coupling Hose Valves | 2 only | 15.00 | 30.00 |
| ½-inch Drain Valves | 25 only | 15.00 | 375.00 |
| Pop-up Sprinkler Heads | 12 only | 18.00 | 216.00 |
| Pop-up Sprinkler Heads, Non-revolving | 170 only | 5.00 | 850.00 |
| Shrubbery Sprinkling Heads | 110 only | 2.20 | 242.00 |
| Furnishing and Planting Trees | 265 only | 4.00 | 1,060.00 |
| Furnishing and Planting Shrubs | 2,700 only | 3.00 | 8,100.00 |
| Furnishing and Planting Vines | 18,500 only | .51 | 9,435.00 |

| | | | | |
|---|---|---|---|---|
| Planting Vines | 61,500 | only | $ .32 | $19,680.00 |
| Lawn Construction | 30 | acres | 1,200.00 | 3,600.00 |
| Grass Seed, Highland Bentgrass | 220 | lbs. | .80 | 176.00 |
| Grass Seed, Creeping Red Fescue | 390 | lbs. | .85 | 246.50 |
| Grass Seed, Kentucky Bluegrass | 130 | lbs. | 1.15 | 149.50 |
| Fertilizer, Manure | 40 | cu. yds. | 10.00 | 400.00 |
| Inorganic Fertilizer, 10-6-4 | 240 | Cwt. | 5.50 | 1,320.00 |
| Sawdust | 290 | units | 13.00 | 3,770.00 |
| Class "C" Asphaltic Concrete | 580 | tons | 17.50 | 10,150.00 |
| Type "B" 70-inch Fence | 810 | rods | 25.00 | 20,250.00 |
| 4' x 58" Metal Gates | 16 | only | 30.00 | 480.00 |
| | | | | $112,670.00 |
| Water Meters | | | | 1,600.00 |
| | | | | $114,270.00 |
| | | Subtotal | | $128,220.00 |
| | | 10% Engr. & Cont. | | 12,822.00 |
| | | Total | | $141,042.00 |

| | | |
|---|---|---|
| Length of Project | ~~2.019~~ 2.060 | Miles |
| Cost per mile | $69,857.35 | |

| | |
|---|---|
| Federal Funds | $130,000.00 |
| State Funds | 11,042.00 |
| | $141,042.00 |

Form E-200-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

# Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Slope Paving - 21st, 28th, 33rd, and 39th Ave.
Date Nov. 19, 1957
Highway Columbia River
Contract No. 6035
County Multnomah
Prefix 26-1090
Contractor Pacific Concrete Co.
F. A. Project No. I 323(24)
Address 10421 N. E. Marx St. Portland 20, Oregon
Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Load and haul excess material to waste area near N E 37th Ave and Sandy Blvd.

FEDERAL PARTICIPATION REQUESTED ON BASIS OF ACTUAL COST

Location by station numbers:

At the site of the 21st, 28th, 33rd, and 39th Ave Structures.

Estimate of quantities and cost:

| | |
|---|---|
| Equipment rentals | $ 230.00 |
| Labor | 100.00 |
| plus 15% | 15.00 |
| Total | $ 345.00 |

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

No provision was made in the specifications for the wasting of excess material obtained from cutting the county fill slopes under the bridges to match the existing slopes on each side of the bridges.

This work has not been done.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

| | |
|---|---|
| Project authorization | $ 10,042.43 |
| Present estimate of project cost, including $ 345.00 for work under this order | $ 9,927.00 |
| Expected under-run ~~over-run~~ amount | $ 115.43 |
| Expected under-run ~~over-run~~ per cent | 1.15% |

Space for record of this order by Salem Office

Submitted by: L. K. Allen
Resident Engineer

Approval Recommended:
Construction—Bridge—Engineer

Approval Recommended:
Assistant Division Engineer

Approved:
Assistant State Highway Engineer

State Printing [illegible]

RECEIVED
NOV 25 1958
FOR FILING

I-323 (24)

(CONTRACT NO.) 5044

*file*

OREGON STATE HIGHWAY DEPARTMENT

(date)

November 20, 1958

| (EST. NO.) | (CONTRACTOR) | |
|---|---|---|
| ~~5260x~~ 5044 | 13 Final | E.P. Baltz & Son | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 26719 | H228660 | $ 3,068.90 | 11-20-58 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapwaske
ACCOUNTING DIVISION

---

Specified completion date: ~~July~~ 70 workdays from 10-1-57

Time Extensions: None

Completion Date: July 1, 1958

Date Accepted: Oct. 23, 1958

Penalties: None of record

Claims: Claim of R. M. Wade & Co. in amt. of $6,518.97

Remarks:

---

Date: Nov. 21, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
Secretary

Warrant Mailed: 1958

GC

NOTED ON CARD
em

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NOV 13 1958
FOR FILING

T-323(24)

5044

Nov. 12, 1958

CERTIFIED MAIL

United States Fidelity & Guaranty Co.
Lotus M. Commer, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5044 for fencing, roadside improvement, on the Union Avenue-42nd Avenue Section of the Columbia River Highway (T. H. Banfield Expressway) in Multnomah County was completed by the contractor, E. P. Baltz & Son, on July 1, 1958, and was formally accepted by the Highway Commission on Oct. 23, 1958.

Final payment in the amount of $3,068.90 will be released to the contractor on or after Nov. 22, 1958. The total contract amount is $102,296.59, of which amount $1,208.46 represents force account items.

There is a claim filed against this project, of which you have been previously notified, in the amount of $6,518.97.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
em

A

Form E-1—10M

I-323(24)
5044

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 4, 1958

Section Union Ave.-42nd Ave.

Kind of work Fencing + Roadside Imp.

Highway T.H. Banfield Exp. County Multnomah

Section prefix 26-1093

Contractor E.P. Baltz + Son

Contract number 5044

Date of contract Sept. 12, 1957

Specified work days 70

Date work started Sept. 24, 1957

Work days used 69

Project authorization $120,098.13

Exclusive of engineering $111,557.82

Per cent of time elapsed 98.6%

Estimated cost of completed project, exclusive of engineering $111,557.82

Estimated per cent overrun or underrun 0%

Per cent of contract completed, based on total contract price 100%

Engineering authorization $8,546.31

Engineering cost to date $9,400, 110.0%

Date project was completed July 1, 1958

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate submitted to Div. office Oct. 2, 1958.

CONSTRUCTION DIVISION
RECEIVED
OCT - 6 1958
NOTED-- CE ACE ACE COE

Signed James Don
James Don, Resident Engr.

Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING FENCING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 2.06 | 2.06 | | | |
| Miles partially completed | | | | | |
| Miles completed | 2.06 | 2.06 | | | |
| Total estimated quantities (contract) | 20,050 CY | 810 rod | | | 580 T |
| Total quantities corrected to date | 17,000 CY | 760 rod | | | 527 T |
| Estimated quantities moved or placed to date | 17,000 CY | 760 rod | | | 526 T |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers .........., Compaction rollers .........., . . . . .........., . . . . .........., . . . . ..........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

RECEIVED

FOR FILING

J-323 (34)

5044

**CERTIFIED MAIL**

RATHBONE, KING & SEELEY

COPY

file

NOTED
FLOYD QUERY

August 29, 1958

John A. Clarumbeau, and
Dale J. Clarambeau
1705 Lafayette Street
McMinnville, Oregon

Bond No. 221007
Contract Bond to
E. P. Baltz & Son

Gentlemen:

We are in receipt of a letter dated July 29, 1958, together with a copy of a notice of claim of the same date, from the firm of Shuler, Sayre, Winfree & Rankin, Attorneys to the effect that a claim was filed in the amount of $6,518.97 against the bond of E. P. Baltz & Co. in the United States Fidelity & Guaranty Company in connection with the Oregon State Highway Commission Contract No. 5044, for fencing materials furnished to John A. and Dale J. Clarambeau.

I have also had a phone call from Mr. Will H. Masters, Attorney, Yeon Building, Portland, as representative of E. P. Baltz & Co. requesting that we take immediate steps to see that the liens as filed in this matter are immediately cleared.

Mr. Masters further advises me that the Ross Island Sand & Gravel is taking steps to file a lien in the amount of $596.02 for materials supplied you in connection with the same job.

I am writing you at this time to advise you that under the terms of your Indemnity Agreement with the Peerless Insurance Company of Keene, New Hampshire, which is signed by John A. Clarumbeau, Dale J. Clarambeau, Laina E. Clarambeau and LaVon Clarumbeau, whereby they guarantee to the Peerless Insurance Company of Keene, New Hampshire to indemnify them from any and all expenses or claims presented in connection with any job on which we have furnished bond. We therefore, call upon you to immediately answer us by return mail, at this address, as to what steps you are taking to relieve us of our liability and to clear these claims from the records.

COPY August 29, 1958

John A. Clarambeau and Dale J. Clarambeau

In the event we have not heard from you prior to September 3, 1958, it will be necessary that we take legal steps to protect ourselves, and charge the expense of same to you.

Very truly yours,

PEERLESS INSURANCE COMPANY
OF KEENE, NEW HAMPSHIRE

By:
Paige S. Tongue
Attorney-In-Fact

PST:bs
cc: Peerless Insurance Company
cc: Sherman Insurance Agency
cc: State of Oregon
cc: R. M. Wade & Co.
cc: E. P. Baltz & Son

RECEIVED
SEP 2 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 11 1958
FOR FILING

T [illegible]

5044

Noted on card

filed

August 8, 1958

U. S. Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Lotus M. Conner
Manager

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by R. M. Wade & Co., in the amount of $6,318.97, for fencing materials furnished to John A. and Dale J. Clarambeau, who apparently acted as subcontractors to E. P. Baltz & Son on our Contract No. 5044. This contract is for fencing and roadside improvement on the Union Avenue-42nd Avenue Section of the T. H. Banfield Expressway in Multnomah County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
George H. Mayes
201 Portland Trust Building
Portland, Oregon

Shuler, Sayre, Winfree & Rankin
Portland Trust Building
Portland 4, Oregon
Attn: Robert L. Myers

E. P. Baltz & Son
9617 E. Burnside Street
Portland, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

FAQ:fp

NOTED ON CARD
OM

# NOTICE OF CLAIM

TO: SECRETARY OF STATE OF THE STATE OF OREGON
and THE OREGON STATE HIGHWAY COMMISSION:

NOTICE IS HEREBY GIVEN that the undersigned, R. M. WADE & CO., has a claim for fencing materials furnished by it to JOHN A. and DALE J. CLARAMBEAU in the sum of SIX THOUSAND FIVE HUNDRED EIGHTEEN and 97/100 DOLLARS ($6,518.97) against the bond taken from E. P. BALTZ CO. and UNITED STATES FIDELITY & GUARANTY COMPANY for the work covered by Oregon State Highway Commission Contract No. 5044.

DATED this 29th day of July, 1958.

File # 3614

FILED
JUL 30 1958
MARK O HATFIELD
SECRETARY OF STATE

R. M. WADE & CO.

By ______________
Secretary

[illegible]

em

# NOTICE OF CLAIM

TO: SECRETARY OF STATE OF THE STATE OF OREGON
and THE OREGON STATE HIGHWAY COMMISSION:

NOTICE IS HEREBY GIVEN that the undersigned, R. M. WADE & CO., has a claim for fencing materials furnished by it to JOHN A. and DALE J. CLARAMBEAU in the sum of SIX THOUSAND FIVE HUNDRED EIGHTEEN and 97/100 DOLLARS ($6,518.97) against the bond taken from E. P. BALTZ CO. and UNITED STATES FIDELITY & GUARANTY COMPANY for the work covered by Oregon State Highway Commission Contract No. 5044.

DATED this 29th day of July, 1958.

R. M. WADE & CO.

By____________________
Secretary

RECEIVED
JUL 18 1958
FOR FILING

I-323 (ch)

file

**UNITED STATES FIDELITY AND GUARANTY COMPANY**
PORTLAND OFFICE
SUITE 201, PORTLAND TRUST BUILDING
PORTLAND 4, OREGON
TELEPHONE: CAPITOL 7-0464

LOTUS M. CONSER
MANAGER

JOSEPH A. BOYCE
SUPERINTENDENT OF CLAIMS

5044

July 18, 1958

State of Oregon
State Highway Department
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Gentlemen:

Re: E. P. Baltz & Sons - Bond #58683-12-1125-57

Thank you for your letter advising that payment in the amount of $11,034.48 will be released on or after July 21, 1958 on Contract No. 5044 for fencing and roadside improvement on the Union Avenue-42nd Avenue Section of the Columbia River Highway (T. H. Banfield Expressway) in Multnomah County to the above contractor. We have no objections.

Very truly yours,

John L Rieschel

John L. Rieschel
FIDELITY, SURETY AND BURGLARY DEPT.

JLR:im

RECEIVED
JUL 21 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
H. B. GLAISYER

**U. S. F. & G.**

Portland 152 (7-56)

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5044

July 11, 1958

**CERTIFIED MAIL**

U. S. Fidelity & Guaranty Co.
Lotus M. Conser, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to E. P. Balts & Son a portion of the funds heretofore retained by the Commission on contract No. 5044 for fencing and roadside improvement on the Union Avenue-42nd Avenue Section of the Columbia River Highway (T. H. Banfield Expressway) in Multnomah County.

This payment, in the amount of $11,034.48, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,958.16. The present payment will be released on or after July 21, 1958.

There is a claim filed against this project, of which you have been previously notified, in the amount of $7,957.26.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

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FOR FILING

FORM E-30X—37,500—8-58—96658

5 323(24)

## OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1958

5044

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

SUBJECT:

The subcontract between E. P. Balts & Son and Portland Road & Driveway Company covering Item 32 on the Union Ave. - 42nd Ave. Contract, No. 5044, Oregon I-323 (24) is approved and you may so inform the interested parties.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dwh

cc: Forrest Cooper
C. G. Polk (2)

Note: Two previous subcontracts amounting to $36,495. This one $12,760 for a total of $49,254 or 49.4%.

RECEIVED
ENGINEER

RECEIVED
JUN [illegible] 1958
FOR FILING

I-3[illegible] (24)

file

**UNITED STATES FIDELITY AND GUARANTY COMPANY**
PORTLAND OFFICE
SUITE 201, PORTLAND TRUST BUILDING
PORTLAND 4, OREGON
TELEPHONE: CAPITOL 7-0464

LOTUS M. CONSER
MANAGER

JOSEPH A. BOYCE
SUPERINTENDENT OF CLAIMS

5044

June 4, 1958

NOTED
FLOYD QUERY

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. Floyd Query, Assistant Secretary

Gentlemen:

Re: E. P. Baltz & Son - Bond #58683-12-1125-57
Contract No. 5044 - Fencing and Roadside
Improvement T. H. Banfield Expressway

Thank you for your letter advising that R. M. Wade & Company state that John A. and Dale J. Clarambeau owe them the sum of $7,957.26 as subcontractors in connection with the above job.

We have been advised by our principal, Mr. Baltz, that he has in his possession a subcontract bond from Mr. Clarambeau to protect himself in this matter.

Very truly yours,

Richard C. Thompson
FIDELITY-SURETY-BURGLARY DEPT.

RCT:im

RECEIVED
JUN 5 1958
OREGON
STATE HIGHWAY COMMISSION

**U. S. F. & G.**

RECEIVED
JUN 5 1958

FOR FILING
I-323(54)

5044

Files

June 2, 1958

R. M. Wade & Co.
1919 N. W. Thurman Street
Portland 9, Oregon

Gentlemen:

In reply to your letter of May 26, the estimated completion date on Contract No. 5044 is June 10, 1958. As of May 5, 1958, the principal contractor, E. P. Baltz & Son, has been paid a total amount of $67,786.73. Retained percentage in the amount of $7,477.79 is being held by the State Highway Department.

John A. and Dale J. Clarambeau apparently operated as subcontractors on this project, which is known to us as fencing and roadside improvement on the Union-Avenue-42nd Avenue Section of the T. H. Banfield Expressway.

U. S. Fidelity and Guaranty Company, 201 Portland Trust Building, Portland, furnished the performance bond for this contract.

If you feel it necessary to protect your claim against the bond for a period longer than six months after acceptance of the contract by the Highway Commission, you should file the claim with the Secretary of the State. For your convenience, we have attached an excerpt from the Oregon Laws outlining the filing procedure. In the meantime the claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

Enc.

FAQ:fp

NOTED ON CARD

WADE NEWBEGIN
President and
General Manager
H. D. SMITH
General Sales Manager

Seattle Branch —
532 First Avenue So.
SEATTLE 4, WASHINGTON

**R. M. WADE & Co.**
SINCE 1865
PORTLAND 9 OREGON
1919 N.W. Thurman Street
PHONE CAPITOL 8-7383

NORTHWEST
DISTRIBUTORS
OF
QUALITY
FARM
EQUIPMENT
Especially Selected
for the Northwest

May 26, 1958

Secretary of State Highway Commission

Salem, Oregon

Dear Sir:

Re: Contract No. 5044 Oregon State Highway Project 1 323

As of December 19th and 31, 1957 we furnished fencing material to John A & Dale J Charambeau for use on the above project.

The total amount of our claim at this time is $7957.26 on which no payment has been made.

Please let us know when this job is expected to be completed and what payments have been made.

Thanking you, we are

Very truly yours,

R. M. Wade & Co.

By [illegible]

HAT/T

est. comp 6-10
$67,786.73 pd to 5-5
7477.79 retained

REFERRED TO [illegible]
BY SECRETARY

Prepare usual letter
record on card

RECEIVED
MAY 27 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
em

RECEIVED
JUN 5 1958
FOR FILING

5044

files

June 2, 1958

U. S. Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Lotus M. Conser
Manager

Gentlemen:

A letter has been received from R. M. Wade & Co., 1919 N. W. Thurman Street, Portland 9, stating that John A. and Dale J. Clarambeau owe them the sum of $7,957.26 for fencing material furnished on our Contract No. 5044 for fencing and roadside improvement on the Union Avenue-82nd Avenue Section of the T. H. Banfield Expressway in Multnomah County.

E. P. Balts & Son is the principal contractor and apparently the Clarambeaus operated as subcontractors.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

CC:
George H. Mayne
201 Portland Trust Building
Portland, Oregon

E. P. Balts & Son
9817 E. Burnside Street
Portland, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper
FAQ:fp

NOTED ON CARD
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APR 24 1958
FOR FILING
I-323 (24)
[illegible]

April 23, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of April 17, 1958, regarding Order for State Force Work No. 230 covering installation of water meters by the City of Portland on the Union Avenue-42nd Avenue Section in Multnomah County, Contract No. 5044, Oregon Project I-323(24).

Attached hereto in support of the State Force Order and our request for Federal participation are the following:

1. Three copies, each, application for service on four meters.
2. Three copies, letter from Resident Engineer to Portland Water Bureau authorizing service.
3. Three copies "estimate of the City Water Bureau" for performing service of installing four meters.
4. Three sets of plans showing location of meters to be installed.

This should clear the State Force Order for approval.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

April 17, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to your letter of April 3, 1958 regarding approval of State Force Order No. 230, covering installation of water meters on the Union Avenue-42nd Avenue section of the T. H. Banfield Highway, Project I-323(24), we are withholding approval of this force account work pending submission of an agreement or contract with the City Water Bureau in accordance with Paragraph 13 of PPM 21-6.3, and PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

A

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APR 11 1958
FOR FILING
I-323(24)

JEM

April 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 230 covering furnishing water meters on the Union Avenue-42nd Avenue Section of the Columbia River (T. H. Banfield Expressway) Highway in Multnomah County, Contract No. 5044, in connection with Federal Aid Project No. I-323(24).

It is necessary that meters be installed before testing the irrigation system. This order covers furnishing two 1½" meters and two 2" meters. Purchase of the meters will be through competitive bids from commercial sources. The meters will be installed by the Portland Water Bureau under Order for State Force Work No. 230 submitted for approval April 3, 1958. This was an anticipated item in the contract authorization.

Your approval of this order as a construction item under provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $564.54 with Federal participation of $526.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

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I-323(24)

044

April 3, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 230 covering installing meters on the Union Avenue-42nd Avenue Section of the Columbia River (T. H. Banfield) Highway in Multnomah County, Contract No. 5044, in connection with Federal Aid Project No. I-323(24).

This work is necessary to connect the irrigating system to the Portland water system. Funds for purchasing and installing the meters was included in the project authorization. The contractor is not equipped to do the work. The City Water Bureau will make the installations upon application for service as a construction item.

Your approval of this order under the provisions of PPM 21-4.3 is requested.

The total estimated amount of the order is $1,255.65, with Federal participation of $1,130.00.

A separate order covering the furnishing of the meters will be submitted. These meters will be purchased by the State on a competitive bid basis and are expected to cost approximately $600.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:ia

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JAN 15 1958
FOR FILING

January 15, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering furnishing and placing sheeting on the Union Avenue-42nd Avenue Section of the T. H. Banfield Expressway in Multnomah County, Contract No. 5044, in connection with Federal Aid Project No. I-323(24).

The top of the slope, Station 46-48, is being eroded and is breaking into private property. Planting to control erosion cannot be done until spring. To prevent further damage and stop erosion, polyethylene, or plastic, sheeting is to be used as a cover.

Please note that polyethylene is the name of a fabric and is not a trade name. The sale of this material is not limited to any particular dealer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

RECEIVED
JAN 16 1958
FOR FILING

5044

January 15, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering installing water pipe under pavement on the Union Avenue-42nd Avenue Section of the T. H. Banfield Expressway in Multnomah County, Contract No. 5044, in connection with Federal Aid Project No. I-323(24).

The plans show 2½" galvanized water pipe in place. Supposedly the four pipes were placed under a previous contract, but were never included. It is necessary that the pipes be placed to supply water to irrigated areas.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosure

DBP:lmr

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JAN 15 1958
FOR FILING

| |
|---|
| I-323(24) |
| |
| 5044 |

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 13, 1958

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

The subcontract between E. P. Baltz & Son and John A. & Dale J. Cluramkeau covering Item 33 on the Union Avenue-42nd Avenue fencing and readside improvement, Contract No. 5044 Oregon I-323 (24) is approved and you may so inform the interested parties.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmh

cc: Forrest Cooper
C. O. Polk (2)

NOTED
FORREST COOPER

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JAN 14 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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1957

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5044

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1957

SUBJECT:

To: A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

The sub-contract between E. P. Balts & Son and Howard I. Angell covering Item No. 1 on the Union Avenue-42nd Avenue Roadside Improvement Contract No. 5044, Oregon I-323 (24) is approved and you may so inform the interested parties.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmh

cc: Cooper
C. G. Polk (2)

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OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

I-323-(24)

14

September 17, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

I note the letter by R. H. Cowan, dated September 10, 1957, which refers to the fencing of the T. H. Banfield Expressway roadside improvement project (I-323 (24)).

While uniform right-of-way widths are in most cases desirable, they are not very practical under certain conditions, and particularly in municipalities. While I realise that judgment should be exercised in the location of right-of-way fences, I wish to point out a factor which may not have come to your attention. Experience has proven that, unless small excess parcels of right of way are included within the right-of-way fence, the State tends to lose control and, I believe, in some cases, ultimately title to the property. While I realise that the law may indicate differently, the actual result is, as I have indicated, that the State can and does in some instances lose the property.

I am asking our Construction people to use reasonable judgment in this matter to assure some common-sense handling of the fencing problem.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Mr. Tom Edwards
Mr. S. H. Probert

08-35 September 10, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-323(24)
Union Avenue-42nd Avenue Section
of the T. H. Banfield Expressway
(Roadside Improvement)

Dear Sir:

We have completed review of P. S. and E. for the above project and find them generally satisfactory. However, we are somewhat concerned about the proposed fencing. Considerable additional length of fencing is required because of numerous jogs in alignment, occasioned apparently, by exact following of the right-of-way line.

The many sharp angle turns require extra bracing which, we presume, is a factor in the high estimated cost of $25.00 per rod. It would seem that some straightening to more nearly parallel the roadway centerline would have been both practicable and desirable.

As more fencing can be anticipated in connection with future construction on urban sections of the interstate system in Oregon, it is requested that an effort be made in each case to design the fencing on better alignment.

Very truly yours,

C. G. POLK
Division Engineer

By:

E. H. COWAN
Acting Division Engineer

Original to Mr. Probert
Copy to Edwards

RECEIVED
SEP 16 1957
FOR FILING

September 16, 1957

E. P. Baltz and Sons dba
Columbia Irrigation Company
9817 E. Burnside Street
Portland 16, Oregon

Gentlemen:

The State Highway Commission on September 12, 1957 awarded to you State Highway Contract No. 5044 for the Union Avenue-42nd Avenue Section of the Columbia River Highway Roadside Improvement Project in Multnomah County.

This award was based on your bid of $99,703.89 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
Mark Astrup

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SEP 13 1957
FOR FILING
OREGON DISTRICT

I 323(24)

08-35
5-44

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 12, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5044 for Oregon Project I-323(24), Union Avenue-42nd Avenue (Roadside Improvement and Fencing) Section of the T. H. Banfield Expressway, to E. P. Baltz & Son of Portland, Oregon, low bidder in the amount of $99,703.89 at today's bid opening.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

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FOR FILING

I 323(20)

5044

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August 5, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

The roadside improvement project planned for the Union Ave.-42nd Ave. Section of the Columbia River Highway (Banfield Freeway), federal-aid project I-324(24), calls for the use of 86,175 english ivy plants. As ivy plants in such large quantity are never available from usual commercial sources, we arranged with the Ferrill Nursery of Salem for the starting of 100,000 of the plants in the spring of 1956, these plants to be available to the State in the fall of 1957 at a price of $78.14 per thousand. 86,175 of these plants are now available for use on the Union Ave.-42nd Ave. Project and we are willing to furnish them for such use without charge to the contractor and without federal reimbursement. We know of no other source from which the plants can be obtained in the quantity and of the quality required.

May we have your approval of this arrangement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:ia

I-62(13) Meacham-Glover Sec., Old 1957
Oregon Trail Hwy. (Paving)
#5045

NOTED W. C. Williams
W. C. WILLIAMS
FOR [illegible]

RECEIVED
OFFICE OF
STATE [illegible] ENGINEER

May 13, 1960

# FINAL COST ANALYSIS
Paving
Contractor: Rogers Construction Co.
Resident Engineer: John H. Walker

Meacham-Glover Section
Contract No. 5045

Old Oregon Trail Hwy.
Prefix No. 30-1065

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| 2. General Excav., Unclass. | 10,335 | Cu. Yd. | 0.75 | 0.67 | 6,969.69 | 7,751.25 |
| 4. 1-1/4" Elec. Conduit | 625 | Lin. Ft. | 1.50 | 1.48 | 925.01 | 937.50 |
| ** 5. Metal Guard Rail | 27,559.5 | Lin. Ft. | 2.84 | 2.86 | 79,051.66 | 78,268.98 |
| ** 6. Metal Median Barrier | 48,343.5 | Lin. Ft. | 4.59 | 4.63 | 224,115.63 | 221,896.67 |
| ** 7. Mtl. Med. Barrier on Struc. | 368.5 | Lin. Ft. | 4.50 | 4.54 | 1,674.83 | 1,658.25 |
| ** 9. Type 1 Fence | 579.94 | Rod | 5.50 | 5.55 | 3,221.56 | 3,189.67 |
| **10. Type 2 Fence | 3,023.03 | Rod | 6.50 | 6.56 | 19,846.19 | 19,649.70 |
| **11. 20' x 48" Metal Gates | 1 | Each | 175.00 | 176.75 | 176.75 | 175.00 |
| **13. 24' Cattle Guard | 3 | Each | 900.00 | 606.00 | 1,818.00 | 2,700.00 |
| 14. Crse. Cr. Mat'l in Base | 48,252 | Cu. Yd. | 1.35 | 1.86 | 90,105.46 | 65,140.20 |
| 15. 3/4"-0 Mat'l in Base | 45,539 | Cu. Yd. | 1.50 | 1.86 | 85,039.20 | 68,308.50 |
| 16. Sprinkling | 2,627.85 | M-Gal. | 3.00 | 1.65 | 4,341.73 | 7,883.55 |
| *17. Preparation of Base | 9.88 | Mile | 300.00 | 303.00 | 2,993.64 | 2,964.00 |
| *18. 3/4"-0 Mat'l in Binder Crse. | 2,940 | Cu. Yd. | 2.50 | 2.66 | 7,821.26 | 7,350.00 |
| *19. MC-2 Asph. in Binder Crse. | 521.95 | Ton | 47.00 | 46.63 | 24,340.35 | 24,531.65 |
| *20. Asph. Concsrete Mix | 81,734.125 | Ton | 3.30 | 3.24 | 264,756.03 | 269,722.61 |
| *21. 85-100 Asph. in Mix | 4,429.02 | Ton | 38.00 | 36.74 | 162,726.61 | 168,302.76 |
| *22. Furn. & Place Aggregate | 5,461 | Cu. Yd. | 3.30 | 2.96 | 16,182.55 | 18,021.30 |
| *23. 120-150 Asphalt | 387.83 | Ton | 45.00 | 44.31 | 17,188.47 | 17,452.35 |
| *24. RS-1 Asphalt | 133.03 | Ton | 46.00 | 45.11 | 6,002.31 | 6,119.38 |
| *25. Asph. Conc. Traffic Markers | 422.75 | Lin. Ft. | 1.00 | 1.00 | 426.97 | 422.75 |
| PA#1 1-1/2"-0 Crse. Cr. Mat'l in Base | 175,846 | Cu. Yd. | 1.35 | 1.76 | 310,406.85 | 237,392.10 |

FINAL COST ANALYSIS - Contract No. 5045
Meacham-Glover Section

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| PA#2 W1 Sight Posts | 360 | Each | 5.00 | 4.92 | 1,776.46 | 1,800.00 |
| PA#2 W2 Sight Posts | 60 | Each | 5.60 | 5.55 | 333.15 | 336.00 |
| PA#2 Y2 Sight Posts | 67 | Each | 6.50 | 6.47 | 434.14 | 435.50 |
| PA#2 Y3 Sight Posts | 3 | Each | 7.50 | 7.51 | 22.52 | 22.50 |
| PA#3 Purchase 1/4"-0 Cr. Rock in S.P. | 2,758.89 | Cu.Yd. | 0.50 | 1.14 | 3,159.89 | 1,379.45 |
| PA#3 Purchase Excess 1/4"-#10 Cr. Rock | 7,538.97 | Cu.Yd. | 2.50 | 1.14 | 8,634.37 | 18,847.43 |
| Force Account (Equipment Rent) | | | | | 202.50 | 232.87 |
| Force Account (State participation in flagging) | | | | | 638.32 | 638.32 |
| | | | | | 1,345,331.90 | 1,249,530.24 |

| | |
|---|---|
| Gross Revenue | $ 1,249,530.24 |
| Total Cost | 1,345,331.90 |
| Net Loss | $ 95,801.66 |

Net loss equals 7.66% of Gross Revenue

* Russell Olson Construction Co. (All or in part)
** Highway Protection Corporation

## CRUSHING BREAKDOWN - Contract No. 5045

| | Quantity | Unit | Cost | Unit Cost |
|---|---|---|---|---|
| Move in and Set up | 376,464 | Cu. Yd. | 16,626.31 | .044 |
| Drill and Shoot | 376,464 | Cu. Yd. | 51,134.99 | .136 |
| Feed Crusher | 376,464 | Cu. Yd. | 97,537.55 | .259 |
| Crushing | 376,464 | Cu. Yd. | 229,118.18 | .608 |
| Total Crushing Cost | 376,464 | Cu. Yd. | $ 394,417.03 | $ 1.047 |
| Load and Haul | 292,378 | Cu. Yd. | 176,236.21 | .602 |
| Place and Process | 269,637 | Cu. Yd. | 32,175.46 | .119 |
| Stockpile Crushed Mat'l | 200,618 | Cu. Yd. | 19,581.79 | .097 |
| Total Cost of Crush, Haul & Place | 292,378 | Cu. Yd. | | 1.865 |

The two crushing plants operated a combined total of 3,613 hours for an average of 104.19 cubic yards per working hour.

Of the above quantities and costs, 22,741 cubic yards of crushed materials were produced and stockpiled for the Deadman's Pass-Meacham Project.

# DETAIL OF COST - Contract No. 5045

| | | | | | | |
|---|---|---|---|---|---|---|
| Labor: | | | | | | |
| Labor and Supervision | | | | | $ 188,932.91 | |
| Labor Insurance, Health & Welfare, etc. | | | | | 19,073.61 | $ 208,006.52 |
| Equipment Rental and Miscellaneous Supplies: | | | | | | |
| Equipment Rental, Owned | | | | | 249,237.77 | |
| Equipment Rental, Hired w/o operator | | | | | 30,338.44 | |
| Gas, Oil and Grease | | | | | 37,734.39 | |
| Bond | | | | | 4,966.09 | |
| Explosives | | | | | 28,842.42 | |
| Freight and Postage | | | | | 618.17 | |
| Home Office and General Overhead | | | | | 19,874.96 | |
| Insurance: P.L. and P.D. | | | | | 7,910.75 | |
| Move In and Set Up | | | | | 8,832.55 | |
| Small Tools and Misc. Supplies | | | | | 9,865.95 | 398,221.49 |
| Materials: | | | | | | |
| 1-1/4" Elec. Conduit | 625 | Lin. Ft. | @ | $0.65 | 406.25 | |
| MC-2 Asphalt | 521.95 | Ton | @ | $36.45 | 19,025.08 | |
| 85-100 Asphalt | 4,429.02 | Ton | @ | $34.20 | 151,472.48 | |
| 120-150 Asphalt | 387.83 | Ton | @ | $34.20 | 13,265.15 | |
| RS-1 Asphalt | 133.03 | Ton | @ | $34.00 | 4,523.02 | |
| W1 Sight Posts | 360 | Each | @ | $3.20 | 1,152.00 | |
| W2 Sight Posts | 60 | Each | @ | $3.80 | 228.00 | |
| Y2 Sight Posts | 67 | Each | @ | $4.70 | 314.90 | |
| Y3 Sight Posts | 3 | Each | @ | $5.70 | 17.10 | 190,403.98 |
| Hired Contractors: | | | | | | |
| Russell Olson Construction Co. | | | | | 222,061.64 | |
| Highway Protection Corporation | | | | | 326,638.27 | 548,699.91 |
| TOTAL COST | | | | | | $1,345,331.90 |

## Remarks - Contract No. 5045

This was a "Federal Aid Interstate Project" consisting of roadbed grading, involving 10,335 cubic yards of general excavation; the construction of 9.88 miles of stone base, involving 269,637 cubic yards of crushed materials; the construction of 9.88 miles of asphaltic concrete pavement, involving 81,734.125 tons of asphaltic concrete; and the construction of 9.88 miles of Type 0-11, modified oil mat wearing surface on shoulders on the Meacham-Glover Section of the Old Oregon Trail Highway in Umatilla and Union Counties.

This project was bid and awarded September 12, 1957 and completed August 22, 1959.

The Contractor moved in two crawler tractors and two Euclid scrapers on September 23, 1957 and began stripping the two quarry sites between stations 348 and 363 and 920 and 933. This phase of work was carried on through the following week.

Drilling of the quarry was started October 15, 1957. On the same date, the Contractor began moving in his crushing plant to be set up at the quarry site at station 350. Drilling and plant erection was carried on during the following two weeks.

The quarry was shot on Friday, October 25, 1957. The material turned out to be unsuitable so had to be removed and was used to level the plant area, make ramps, etc. More drilling was done and the material shot was much better quality.

Crushing of stone base was begun on November 4th. 6,444 cubic yards of crushed base was placed during the first week, using two crawler tractors and two scrapers to feed the plant, two 20-cubic yard bottom dump trucks to haul, one blade and one roller for processing.

Highway Protection Corporation moved in men and equipment on November 4, 1957 with one crew clearing right-of-way for fence and another crew placing and driving fence posts. This organization had a 35-man crew and four pieces of equipment.

Rogers started operating his crushing plant on a two shift basis on November 25, 1957 and added the third shift on the following Monday. Considerable difficulty was encountered in the crushing operation because of the poor quarry material and in obtaining the proper gradation. Crushing continued intermittently until December 27th when operations were suspended and the crushing plant disassembled and moved off the project. Because of weather conditions during the crushing period, 30,000 cubic yards of crushed material were stockpiled for placing the following season.

Highway Protection Corporation began work on fencing again on May 26, 1958. Some fence, already installed, had to be repaired. This work was again suspended because of a union labor strike. Fencing operation began again on August 18th.

Remarks Cont'd. - Contract No. 5045

Rogers Construction Company began drilling again in the Glover quarry. The Contractor also moved in some parts of the crushing plant. Some dozer work was done toprepare the plant site for the crusher. Crushing of base materials began at Glover again on September 19, 1958. The hauling and placing of the stockpiled base was also begun at this time.

Rogers moved in a second crushing plant at the Meacham end of the project on September 19th. Two weeks were required to erect the plant. This plant produced base materials and the Glover plant produced paving aggregates.

Russell Olson Construction Co., moved in and began setup of the paving plant on October 20, 1958. Paving operations began at the Glocer Interchange on October 27th. Paving continued until adverse weather conditions caused them to shut down on November 28, 1958.

The crushing of A.C. aggregates was completed on January 13, 1959. Both plants were removed from the project. The paving plant had been covered and protected from the weather to await for paving the following season.

Highway Protection Corp., crews suspended operation on June 5, 1959 as all the work had been done that could be done at this time.

Preparation of base for binder was started on June 8, 1959. The placing of asphaltic concrete began again on June 9, 1959. Two asphaltic concrete mixing plants were now in operation. Russell Olson's Barbar-Greene plant was set up at the Meacham quarry site at the west end of the project. Paving was completed on July 9, 1959.

All median barriers, guard rail, and sight posts were completed on August 22, 1959.

The Contractor suffered a loss on this project and this was due to the selection of the quarry at the eastern end of the project. This quarry material was of poor quality and caused much of the material to be wasted. Added drilling and shooting became necessary because of this. The cost of haul was higher than it should have been considering that the materials had to be hauled only half the distance of the project.

M.N. Juce
Chief Cost Analyst

By

G.K. Hanson

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FOR FILING

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OREGON STATE HIGHWAY DEPARTMENT
(date)

December 21, 1959

I-62(13)

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 5045 5045 | 19 Final | Rogers Construction Co. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 30637 | 128255 | $ 51,887.91 | 12-18-59 |

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion date: 140 workdays from October 1, 1957

Time Extensions: None of record

Completion Date: August 22, 1959

Date Accepted: September 24, 1959

Penalties: None of record

Claims: None of record

Remarks:

---

Date: December 21, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

NOTED ON CARD
DC

Floyd Query
Floyd Query
Secretary

Warrant Mailed:

[illegible] 22 [illegible]

RECEIVED
DEC - 9 1959

FOR FILING

I-62(12)

[illegible]

December 8, 1959

The Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

State Highway contract #5045 for paving the Meacham-Glover Section of the Old Oregon Trail in Umatilla-Union Counties was completed by the contractor, Rogers Construction Co., on August 22, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $51,887.91 will be released to the contractor on or after December 18, 1959. The total contract amount is $1,249,530.24, of which amount $871.19 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: The Fidelity & Casualty Co. of N. Y.
Pallett, Fisher & Carlo, Inc.,
US National Bank Bldg.,
Portland 4, Oregon

Form E-1—(Rev.)—

I 62(13)
5045

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OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 25, 19 59

Section Meacham-Glover

Kind of work Paving

Highway Old Ore. Trail County Umatilla & Union

Section prefix 30-1065

Contractor Rogers Construction Co.

Contract number 5045

Date of contract Sept. 12, 1957

Specified work days 140

Date work started Sept. 23, 19 57

Work days used 156

Project authorization $ 1,446,105.38

Exclusive of engineering $ 1,343,271.22

Per cent of time elapsed 111.4 %

Estimated cost of completed project, exclusive of engineering $ 1,241,972.46

Estimated per cent ~~overrun or~~ underrun 9.8 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 102,834.16

Engineering cost to date $ 62,439.80, 60.7 %

Date project was completed August 22, 19 59

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
|  |  | 100 |  | 100 | 100 | 100 |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The semi-final estimate for this project was sent to the La Grande Division Office on Tuesday of this week.

This will be the final report for this section unless re-checking is necessary.

CONSTRUCTION DIVISION
RECEIVED
SEP 28 1959

NOTED-- CE ACE ACE COE

NOTED
JOHN R. OAKES

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed

Address Resident Engineer-Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  | 9.88 |  | 9.88 | 9.88 |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  | 9.88 |  | 9.88 | 9.88 |
| Total estimated quantities (contract) | 8,000 C.Y. | 232,000 C.Y. |  | 540 Tons Oil<br>5360 CY Rock | 85,000 Tons |
| Total quantities corrected to date | 10,335 C.Y. | 269,580 C.Y. |  | 525 Tons Oil<br>5450 CY Rock | 81,700 Tons |
| Estimated quantities moved or placed to date | 10,335 C.Y. | 269,580 C.Y |  | 525 Tons Oil<br>5450 CY Rock | 81,700 Tons |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time | 0 | 0 |  | 0 | 0 |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week | 0 | 0 |  | 0 | 0 |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers .........., Compaction rollers .........., . . . . .........., . . . . .........., . . . . ..........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday |  |  |  |
| Monday | Pt. fair |  |  |
| Tuesday | Pt. fair |  |  |
| Wednesday | Fair |  |  |
| Thursday | Pt.cloudy-showers |  |  |
| Friday | Pt. fair-windy |  |  |
| Saturday |  |  |  |

RECEIVED
SEP 18 1959
FOR FILING
[illegible]
[illegible]

September 17, 1959

The Fidelity & Casualty Co., of New York
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

It is the intention of the State Highway Commission to release to Rogers Construction Co., a portion of the funds heretofore retained by the Commission on contract #5045 for paving the Meacham-Glover Section of the Old Oregon Trail in Umatilla-Union Counties.

This payment, in the amount of $61,047.67, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $36,984.16. The present payment will be released on or after September 28, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Fidelity & Casualty Co., of New York
Pallett, Fisher & Carle, Inc.,
US National Bank Bldg.,
Portland 4, Oregon

RECEIVED
JUN 10 1959
FOR FILING
I-62(13)
45

Salem, Oregon
June 9, 1959

**Meacham-Glover Section**
Old Oregon Trail

Mr. A. F. Parson

In the contract for the guardrail and median barrier on the Meacham-Glover Section of the Old Oregon Trail, now held by the Rogers Construction Company, we had provided that the final coat of paint on the rail be put on after installation. We will allow a modification of this and allow both coats to be put on at the fabrication shop, subject to the repair of any damage to these coats in shipment and erection after the erection is complete.

GSP:gm

G. S. Paxson

cc Mr. W. C. Williams
Mr. Tom Edwards

Mr. Ray Town, Sales Manager
Collins Concrete and Steel Pipe Company
3841 N. Columbia Boulevard
Portland 17, Oregon

"PERMANENT AS THE PYRAMIDS"
Pyramid
CONCRETE PRODUCTS

**Collins Concrete and Steel Pipe Co.**
3841 N. COLUMBIA BOULEVARD
PORTLAND 17, OREGON
BUTLER 9-5551

SUBSIDIARY AMERICAN MARIETTA COMPANY

Galvanizing
•
Drainage Tile
•
Rubber Gasket Sewer Pipe
•
Guard Rail Posts
•
Metal Guard Rail
•
Steel Septic Tanks
•
Metal Snow Fence
•
Concrete Sewer Pipe
•
Concrete Meter Boxes
•
Galvanized Range Boilers
•
Culvert and Irrigation Pipe
•
Corrugated Metal Culvert Pipe
•
Electric and Gas Hot Water Heaters Galvanized and Glasslined

June 5, 1959

Mr. Glenn S. Parson
c/o Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Parson:

Re: Guard Rail and Median Barrier on the Roger Construction Company Job, Meacham - Glover Section, Old Oregon Trail.

The above job is a hang-over from a sale that Mr. Jack Collins made before he sold the company. He had bid this job with the Highway Protection Corp. of Chicago and had included the prime coat and two coats of white. We are sending the guard rail out with one coat of white and are spraying the last coat on in the field.

We would like your sanction to put both coats of white on the median barrier as we did on the Baldock Freeway. They are running so close on their time element on this job that it would hold up the installation because we have to paint the back of this rail, which means each side would have to be hung and then taken down and rehung again.

We will see that the rail is touched up if there are any scuff marks on it.

Hoping you will be able to help us, we remain -

Very truly yours,

COLLINS CONCRETE AND STEEL PIPE CO.

Ray Town

Ray Town, Sales Manager

RT:nlc

RECEIVED
JUN 8 1959
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
[illegible] 1959
OFFICE OF
[illegible] ENGINEER

MEMBER ASSOCIATED GENERAL CONTRACTORS

RECEIVED
OCT 7 1958
FOR FILING
I 62(13)
5045

A

October 7, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 which covers leveling of top course base with automatic leveling equipment on the Meacham-Glover Section of the Old Oregon Trail Highway in Umatilla and Union Counties, Contract No. 5045, in connection with Federal Aid Project No. I-62(13).

This work is necessary to level the top course base prior to placing the bituminous binder course as anticipated in the contract under "Extra Work Items".

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

DBP:mfh

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FOR FILING

When replying, refer to:
08-35.4
[illegible]
5045

September 24, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Meacham-Glover Section Old
Oregon Trail Highway
Contract No. 5045
Oregon Project I-62(13) Old
I-80N-6(7)237 New

Dear Sir:

We approve your recommendation that the contractor be allowed to produce crushed rock course base material to size 1-1/2"-0 for reasons set forth in your letter of September 18, 1958.

We note your statement that the contractor contemplates furnishing this material at the same bid price as for 2-1/2"-0, which is $1.35 per cu. yd. We trust this is a firm commitment and our approval is given on condition no increase in price is requested.

Very truly yours,

C. G. Polk
Division Engineer

By:

E. H. Cowan
Acting Division Engineer

NOTED
FORREST COOPER

Orig to Edwards

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RECEIVED
SEP 18 1958
FOR FILING
[illegible]
5045

September 18, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Meacham-Glover Section
Old Oregon Trail Highway
Contract No. 5045
Oregon Project I-62(13)

Dear Sir:

We have a request from Hagers Construction Company, contractor on the above project, for a change in size for the crushed rock bottom course base material from 2½"-0, as specified in the special provisions, to 1½"-0.

You will recall that our specifications allow latitude in which the contractor can crush 2½"-0, 2"-0, or 1½"-0 (at his option) when crushing gravels; however, such option was not allowed in crushed rock. Since the contract was let, this situation has been corrected so that the contractor can crush any of these sizes at his option.

It is believed that the furnishing of 1½"-0 material will be advantageous to the State, inasmuch as the proportion of fines to coarse is greater. It is thought that this will reflect in the use of top course base as less of the 3/4"-0 material will be necessary to key up the bottom course material. The proposal by the contractor contemplates the furnishing of this material at the same price bid for the 2½"-0, which was $1.35 per cubic yard. It is thought that on this particular job there is considerable advantage in the use of the smaller size material, and we, therefore, ask your concurrence in making this change.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. S. H. Probert
Mr. A. F. Parson

LHY:jc fn

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[illegible] 1958
FOR FILING
I-62(13)

5695 08-35.4

June 5, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-82-6(5)237, old I-62(11)
Meacham Glover Section, Grading

Dear Sir:

A current construction inspection of this project shows no work has been accomplished to complete stage 2, detour, as shown on page 18 of the plan.

A marked increase has been noted in the daily traffic using the Old Oregon Trail highway with an increasing portion of the traffic being from other states.

The existing detour has served its purpose and due to the traffic hazard created by the existing sharp curvature of Stage1 detour, we recommend the contractor accomplish the work on Stage 2 in the near future.

We are aware that a paving contract is soon to be underway on this project but feel too much time will elapse before the detour could be completed under that contract.

May we have an expression from you concerning this subject.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

Orig to Edwards

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DEC 13 1957
FOR FILING

I-62(13)

5045

December 11, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the state's share of flagging costs on the Meacham-Glover Section of the Old Oregon Trail Highway in Umatilla and Union Counties, Contract No. 5045, in connection with Federal Aid Project No. I-62(13).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]:or

Contract 5045

| | | |
|---|---|---|
| Monthly Transaction No.<br>11-50 | Fo R-2<br>(5-[illegible]-57) U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | ate<br>Oregon |
| Project Report No.<br>7 | **FEDERAL-AID PROJECT AGREEMENT** | County<br>Umatilla and Union |
| | | Project No.<br>I-62(13) |

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NOV 11 1957

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), 5045 as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

**Approximately 4.8 miles northwest to 5.0 miles southwest of the Umatilla-Union County Line (southeast of Meacham) (U.S. 30).**

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | 8/27/57 | - |
| Rights-of-Way | | |
| Construction | 8/28/57 | 9.9 |
| Other *(Specify)* | | |

**FUNDS**

| | |
|---|---|
| Estimated total cost of project<br>$ 1,436,819.70 | Federal funds<br>$ 1,326,700.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(title)

By
Member, State Highway Commission
(title)

By W W Thrasher
Member, State Highway Commission
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
Division Engineer

Date executed by Division Engineer November 13, 1957

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11169

# P R O J E C T  A G R E E M E N T

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

N[illegible] - Dover Section
[illegible]
[illegible] Counties

NATURE OF WORK:

Paving, [illegible]

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5045 Rogers Constr. Co. 9-12-57

DATE OF COMPLETION: 140 Workdays from 10-1-57

REMARKS:

Oregon State Highway Department

Federal Aid Project
No. I-62(13)

## MEACHAM-GLOVER SECTION OF THE OLD OREGON TRAIL IN UMATILLA AND UNION COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Oct. 8, 1957

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | $ | $ 30,000.00 |

Type Code 6201
Roadway (Sta. 905+00 to 1000+00-0+00 to 430+00)(Contract No. 5045)

| | | | | |
|---|---|---|---|---|
| Drainage Excavation, Unclassified | 10 | Cu. Yds. | $ 3.00 | $ 30.00 |
| General Excavation, Unclassified | 8,000 | Cu. Yds. | .75 | 6,000.00 |
| 24-inch Corrugated Metal Pipe | 22 | Lin. Ft. | 10.00 | 220.00 |
| 1½-inch Electrical Conduit | 580 | Lin. Ft. | 1.50 | 870.00 |
| Metal Guard Rail | 36,000 | Lin. Ft. | 2.84 | 102,240.00 |
| Metal Median Barrier | 49,000 | Lin. Ft. | 4.59 | 224,910.00 |
| Metal Median Barrier on Structures | 360 | Lin. Ft. | 4.50 | 1,620.00 |
| Metal Sight Posts | 350 | Only | 2.50 | 875.00 |
| Type 1 Fence | 430 | rods | 5.50 | 2,365.00 |
| Type 2 Fence | 3,200 | Rods | 6.50 | 20,800.00 |
| 20' x 48" Metal Gate | 1 | Only | 175.00 | 175.00 |
| 4-Rail Metal Snow Fence | 2,300 | Lin. Ft. | 3.80 | 8,740.00 |
| 24' Cattle Guard | 3 | Only | 900.00 | 2,700.00 |
| Coarse Crushed Material in Base | 193,000 | Cu. Yds. | 1.35 | 260,550.00 |
| 3/4" - 0 Material in Base | 39,000 | Cu. Yds. | 1.50 | 58,500.00 |
| Sprinkling | 8,800 | M-gals. | 3.00 | 26,400.00 |
| Preparation of Base | 9.88 | Miles | 300.00 | 2,964.00 |
| 3/4" - 0 Material in Binder Course | 3,700 | Cu. Yds. | 2.50 | 9,250.00 |
| MC-2 Asphalt in Binder Course | 600 | tons | 47.00 | 28,200.00 |
| Asphaltic Concrete Mixture | 85,000 | Tons | 3.30 | 280,500.00 |
| 85-100 Asphalt in Mixture | 5,100 | Tons | 38.00 | 193,800.00 |
| Furnishing and Placing Aggregates | 5,360 | Cu. Yds. | 3.30 | 17,688.00 |
| 120-150 Asphalt | 410 | Tons | 45.00 | 18,450.00 |
| RS-1 Asphalt | 130 | Tons | 46.00 | 5,980.00 |
| Asphaltic Concrete Traffic Markers | 1,100 | Lin. Ft. | 1.00 | 1,100.00 |
| | | | | $1,274,927.00 |
| Interchange Illumination | | | | 4,000.00 |
| | Subtotal | | | $1,278,927.00 |
| | 10% Engr. & Cont. | | | 127,892.70 |
| | Total | | | $1,406,819.70 |

| | |
|---|---|
| Length of Roadway . . . . . . . . . . | 9.872 Miles |
| Length of 3 Structures. . . . . . . | 0.071 Mile |
| Total Length. . . . . . . . . . . . | 9.943 Miles |
| Cost of Roadway Per Mile. . . . . . | $142,506.04 |

Oregon State Highway Department

Federal Aid Project
No. I-62(13)

## MEACHAM-GLOVER SECTION OF THE
## OLD OREGON TRAIL IN UMATILLA AND UNION COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Oct. 8, 1957

Type Code P.E.

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All Required | | $ | $ 30,000.00 |

Type Code 6201
Roadway (Sta. 905+00 to 1000+00-0+00 to 430+00)(Contract No. 5045)

| | | | | |
|---|---|---|---|---|
| Drainage Excavation, Unclassified | 10 | Cu. Yds. | $ 3.00 | $ 30.00 |
| General Excavation, Unclassified | 8,000 | Cu. Yds. | .75 | 6,000.00 |
| 24-inch Corrugated Metal Pipe | 22 | Lin. Ft. | 10.00 | 220.00 |
| 1½-inch Electrical Conduit | 580 | Lin. Ft. | 1.50 | 870.00 |
| Metal Guard Rail | 36,000 | Lin. Ft. | 2.84 | 102,240.00 |
| Metal Median Barrier | 49,000 | Lin. Ft. | 4.59 | 224,910.00 |
| Metal Median Barrier on Structures | 360 | Lin. Ft. | 4.50 | 1,620.00 |
| Metal Sight Posts | 350 | Only | 2.50 | 875.00 |
| Type 1 Fence | 430 | rods | 5.50 | 2,365.00 |
| Type 2 Fence | 3,200 | Rods | 6.50 | 20,800.00 |
| 20' x 48" Metal Gate | 1 | Only | 175.00 | 175.00 |
| 4-Rail Metal Snow Fence | 2,300 | Lin. Ft. | 3.80 | 8,740.00 |
| 24' Cattle Guard | 3 | Only | 900.00 | 2,700.00 |
| Coarse Crushed Material in Base | 193,000 | Cu. Yds. | 1.35 | 260,550.00 |
| 3/4" - 0 Material in Base | 39,000 | Cu. Yds. | 1.50 | 58,500.00 |
| Sprinkling | 8,800 | M-gals. | 3.00 | 26,400.00 |
| Preparation of Base | 9.88 | Miles | 300.00 | 2,964.00 |
| 3/4" - 0 Material in Binder Course | 3,700 | Cu. Yds. | 2.50 | 9,250.00 |
| MC-2 Asphalt in Binder Course | 600 | tons | 47.00 | 28,200.00 |
| Asphaltic Concrete Mixture | 85,000 | Tons | 3.30 | 280,500.00 |
| 85-100 Asphalt in Mixture | 5,100 | Tons | 38.00 | 193,800.00 |
| Furnishing and Placing Aggregates | 5,360 | Cu. Yds. | 3.30 | 17,688.00 |
| 120-150 Asphalt | 410 | Tons | 45.00 | 18,450.00 |
| RS-1 Asphalt | 130 | Tons | 46.00 | 5,980.00 |
| Asphaltic Concrete Traffic Markers | 1,100 | Lin. Ft. | 1.00 | 1,100.00 |
| | | | | $1,274,927.00 |
| Interchange Illumination | | | | 4,000.00 |
| | Subtotal | | | $1,278,927.00 |
| | 10% Engr. & Cont. | | | 127,892.70 |
| | | Total | | $1,406,819.70 |

| | |
|---|---|
| Length of Roadway . . . . . . . . . . | 9.872 Miles |
| Length of 3 Structures. . . . . . . . | 0.071 Mile |
| Total Length. . . . . . . . . . . . . | 9.943 Miles |
| Cost of Roadway Per Mile. . . . . . . | $142,506.04 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 30,000.00 | $ 27,000.00 | $ 3,000.00 |
| Construction | 1,406,819.70 | 1,299,700.00 | 107,119.70 |
| | $1,436,819.70 | $1,326,700.00 | $110,119.70 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Project
No. I-62(13)

## MEACHAM CLOVER SECTION OF THE OLD OREGON TRAIL IN UMATILLA AND UNION COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 23, 1957

Type Code P. E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | $ | $30,000.00 |

Type Code 6201
Roadway (Sta. 905+00 to 1000+00 = 0+00 to 430+00)

| | | | | |
|---|---|---|---|---|
| Drainage Excavation, Unclassified | 10 | cu. yds. | $ 3.00 | $ 30.00 |
| General Excavation, Unclassified | 8,000 | cu. yds. | .75 | 6,000.00 |
| 24-inch Corrugated Metal Pipe | 22 | lin. ft. | 9.00 | 198.00 |
| 1½-inch Electrical Conduit | 580 | lin. ft. | 1.25 | 725.00 |
| Metal Guard Rail | 36,000 | lin. ft. | 3.00 | 108,000.00 |
| Metal Median Barrier | 49,000 | lin. ft. | 5.00 | 245,000.00 |
| Metal Median Barrier on Structures | 360 | lin. ft. | 6.00 | 2,160.00 |
| Metal Sight Posts | 350 | only | 3.00 | 1,050.00 |
| Type 1 Fence | 430 | rods | 3.75 | 1,612.50 |
| Type 2 Fence | 3,200 | rods | 5.00 | 16,000.00 |
| 20' x 48" Metal Gate | 1 | only | 150.00 | 150.00 |
| 4-Rail Metal Snow Fence | 2,300 | lin. ft. | 5.00 | 11,500.00 |
| 24-foot Cattle Guard | 3 | only | 950.00 | 2,850.00 |
| Course Crushed Material in Base | 193,000 | cu. yds. | 1.90 | 366,700.00 |
| 3/4" - 0" Material in Base | 39,000 | cu. yds. | 2.15 | 83,850.00 |
| Sprinkling | 8,800 | M-Gals. | 3.00 | 26,400.00 |
| Preparation of Base | 9.88 | miles | 500.00 | 4,940.00 |
| 3/4" - 0" Material in Binder Course | 3,700 | cu. yds. | 3.50 | 12,950.00 |
| MC-2 Asphalt | 600 | tons | 48.00 | 28,800.00 |
| Asphaltic Concrete Mixture | 85,000 | tons | 4.10 | 348,500.00 |
| 85-100 Asphalt in Mixture | 5,100 | tons | 36.00 | 183,600.00 |
| Furnishing and Placing Aggregates | 5,360 | cu. yds. | 4.00 | 21,440.00 |
| 120-150 Asphalt | 410 | tons | 46.00 | 18,860.00 |
| RS-1 Asphalt | 130 | tons | 48.00 | 6,240.00 |
| Asphaltic Concrete Traffic Markers | 1,100 | lin. ft. | 1.00 | 1,100.00 |
| | | | | $1,498,655.50 |
| Interchange Illumination | | | | 4,000.00 |
| | Subtotal | | | $1,502,655.50 |
| | 10% Engr. & Cont. | | | 150,265.55 |
| | Total | | | $1,652,921.05 |

| | |
|---|---|
| Length of Roadway | 9,872 miles |
| Length of 3 Structures | 0.071 miles |
| Total Length | 9,943 miles |
| Cost per mile, Roadway | $167,435.27 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 30,000.00 | $ 27,000.00 | $ 3,000.00 |
| Construction | 1,652,921.05 | 1,523,000.00 | 129,921.05 |
| | $1,682,921.05 | $1,550,000.00 | $132,921.05 |

| | |
|---|---|
| Oregon State Highway Department | Federal Aid Project<br>No. I-62(13) |

## MEACHAM-GLOVER SECTION OF THE OLD OREGON TRAIL IN UMATILLA AND UNION COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement)

Salem, Oregon, September 4, 1957

| | | | |
|---|---|---|---|
| Type Code P.E.<br>Preliminary Engineering | All Required | $ | $ 30,000.00 |
| Type Code 6201<br>Roadway (Sta. 905+00 to 1000+00-0+00 to 430+00) | | | |
| Drainage Excavation, Unclassified | 10 cu. yds. | $3.00 | $ 30.00 |
| General Excavation, Unclassified | 8,000 cu. yds. | .75 | 6,000.00 |
| 24-inch Corrugated Metal Pipe | 22 lin. ft. | 9.00 | 198.00 |
| 1¼-inch Electrical Conduit | 580 lin. ft. | 1.25 | 725.00 |
| Metal Guard Rail | 36,000 lin. ft. | 3.00 | 108,000.00 |
| Metal Median Barrier | 49,000 lin. ft. | 5.00 | 245,000.00 |
| Metal Median Barrier on Structures | 360 lin. ft. | 6.00 | 2,160.00 |
| Metal Sight Posts | 350 only | 3.00 | 1,050.00 |
| Type 1 Fence | 430 rods | 3.75 | 1,612.50 |
| Type 2 Fence | 3,200 rods | 5.00 | 16,000.00 |
| 20' x 48" Metal Gate | 1 only | 150.00 | 150.00 |
| 4-Rail Metal Snow Fence | 2,300 lin. ft. | 5.00 | 11,500.00 |
| 24' Cattle Guard | 3 only | 950.00 | 2,850.00 |
| Coarse Crushed Material in Base | 193,000 cu. yds. | 1.90 | 366,700.00 |
| 3/4" - 0 Material in Base | 39,000 cu. yds. | 2.15 | 83,850.00 |
| Sprinkling | 8,800 M-gal. | 3.00 | 26,400.00 |
| Preparation of Base | 9.88 miles | 500.00 | 4,940.00 |
| 3/4" - 0 Material in Binder Course | 3,700 cu. yds. | 3.50 | 12,950.00 |
| MC-2 Asphalt in Binder Course | 600 tons | 48.00 | 28,800.00 |
| Asphaltic Concrete Mixture | 85,000 tons | 3.75 | 318,750.00 |
| 85-100 Asphalt in Mixture | 5,100 tons | 36.00 | 183,600.00 |
| Furnishing and Placing Aggregates | 5,360 cu. yds. | 4.00 | 21,440.00 |
| 120-150 Asphalt | 410 tons | 46.00 | 18,860.00 |
| RS-1 Asphalt | 130 tons | 48.00 | 6,240.00 |
| Asphaltic Concrete Traffic Markers | 1,100 lin. ft. | 1.00 | 1,100.00 |
| | | | $1,468,905.50 |
| Interchange Illumination | | | 4,000.00 |
| | Subtotal | | $1,472,905.50 |
| | 10% Engr. & Cont. | | 147,290.55 |
| | Total | | $1,620,196.05 |

Length of Roadway - - - - - - - - - - - 9.872 Miles
Length of 3 Structures- - - - - - - - - 0.071 Mile
Total Length- - - - - - - - - - - - - - 9.943 Miles
Cost of Roadway Per Mile- - - - - - - $164,120.34

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 30,000.00 | $ 27,000.00 | $ 3,000.00 |
| Construction | 1,620,196.50 | 1,496,000.00 | 124,196.50 |
| | $1,650,196.50 | $1,523,000.00 | $127,196.50 |

RECEIVED
SEP 17 1957
FOR FILING

[illegible]

[illegible]

September 16, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reply is made to your letter of August 28 with respect to P.S. & E. on Oregon Project I-82 (13), Meacham-Glover Section, Paving.

We are instructing the field, by a copy of this letter, to eliminate the paving on the "A" Line beyond Station 420+50 and to tentatively eliminate the guardrail between Station 397 and Station 413, it appearing to us that sight post installation would be sufficient. An actual field inspection will be made in company with your inspectors to determine the final length of the guardrail.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

TE:AR    me

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. F. Parson

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

REFERRED TO
Edwards
By State Highway Engineer
Prepare reply

August 28, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-62(13), Meacham-Glover Section of the Old Oregon Trail Highway (Paving)

Dear Sir:

During our detailed review of P. S. and E. for the above project we noted and called to the attention of the design section a couple of details in connection with the Glover interchange.

We believe the proposed construction of 2" asphaltic concrete pavement on the "A" line between approximate Station 420+50 and Station 429+15.92 is not warranted on this lightly travelled local road. Also, the length of guardrail shown on the section of the "A" line between Stations 397+00 and 416+00 appears to be greater than necessary.

Our approval of P. S. and E. is with the understanding that the paving will be eliminated on the first-mentioned section and that guardrail on the other section will be reduced in length to the extent that is feasible. It is our understanding that the guardrail will be constructed as soon as possible for protection of traffic while the section is in use as a detour.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

RECEIVED
SEP 9 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 16 1957
FOR FILING

September 16, 1957

Rogers Construction Company
11760 N. E. Glisan
Portland, Oregon

Gentlemen:

The State Highway Commission on September 12, 1957 awarded to you State Highway Contract No. 5045 for paving the Meacham-Glover Section of the Old Oregon Trail Highway in Umatilla and Union Counties.

This award was based on your bid of $1,274,927.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
SEP 1957
FOR FILING
OREGON DISTRICT
I-62(13)
08-35

DEPARTMENT OF COMMERCE
**BUREAU OF PUBLIC ROADS**
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 12, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5045 for Oregon Project I-62(13), Meacham-Glover (Paving) Section of the Old Oregon Trail Highway, to Rogers Construction Company of Portland, Oregon, low bidder in the amount of $1,274,927.00 at today's bid opening.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

[illegible]-96(b) [illegible] Int. Illumination [illegible]
Installation
#5046

RECEIVED
JUL 22 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTM
(date)
July 16, 1958

|  |  |  |  |
|---|---|---|---|
| (CONTRACT NO.) S-96 (4) | (EST. NO.) | (CONTRACTOR) |  |
| 5046 | 6 P.F. | Stoeck Electric Co. |  |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 15669 | H217373 | $ 22.09 | 7-16-58 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion date: **100 workdays from Sept. 26, 1957**

Time Extensions: **None** o

Completion Date: **Apr. 11, 1958**

Date Accepted: **May 8, 1958**

Penalties: **None of record**

Claims: **None of record**

Remarks:

---

Date: **July 21, 1958**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

JUL 21 1958

NOTED ON CARD

RECEIVED
JUN 24 1958
FOR FILING

*file*

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 19, 1958

| | | | |
|---|---|---|---|
| *3-96(4)* | | | |
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 5046 | 5 Final | Steeck Electric Company | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 13443 | H215158 | $ 1,562.10 | 6-19-58 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

*Gertrude Chopweske*
ACCOUNTING DIVISION

| | |
|---|---|
| Specified completion date: | 100 workdays from Sept. 26, 1957 |
| Time Extensions: | None |
| Completion Date: | Apr. 11, 1958 |
| Date Accepted: | May 8, 1958 |
| Penalties: | None of record |
| Claims: | None of record |
| Remarks: | |

Date: June 20, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

*H B Glaisyer*
H. B. Glaisyer
Secretary

Warrant Mailed: JUN 23 1958
*GBU*

NOTED ON CARD
*em*

RECEIVED
JUN 11 1958
FOR FILING

S 2(4)

5046

June 11, 1958

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 5046 for Illumination installation on the Dayton Junction Section of the Three-Mile Lane Highway in Yamhill County was completed by the contractor, Steeck Electric Company, on April 11, 1958, and was formally accepted by the Highway Commission on May 8, 1958.

Final payment in the amount of $1,562.10 will be released to the contractor on or after June 21, 1958. The total contract amount is $10,898.74, of which amount $466.74 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: C. M. Pratt, Resident Agent
404 Equitable Bldg.
Portland, Oregon

NOTED ON CARD
em

Contract No 5046

| | | |
|---|---|---|
| Monthly Transaction No.<br>11-37 | F -2<br>(5-28-57)<br>U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | te<br>**Oregon** |
| Project Report No. | **FEDERAL-AID PROJECT AGREEMENT** | County<br>**Yamhill** |
| | | Project No.<br>**S-96(4)** |

RECEIVED
3 1957
FOR FILING

5046

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
**Dayton Interchange section (a county road).**

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | | |
| Rights-of-Way | | |
| Construction | | |
| Other *(Specify)* | 6/7/57 | - |
| | | |

**FUNDS**

| | |
|---|---|
| Estimated total cost of project<br>$ 11,475.20 | Federal funds<br>$ 7,100.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY COMMISSION**
(Official name of Highway Department)

By Chas H Reynolds
**Chairman, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
Division Engineer

Date executed by Division Engineer November 13, 1957

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11169

# PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Dayton Interchange Illumination
Three Mile Lane Highway
Yamhill County

NATURE OF WORK:

Illumination Installation

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5046 5046 Steeck Electric Co. 9-12-57

DATE OF COMPLETION: 100 Workdays from 9-26-57

REMARKS:

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-96(4)

## DAYTON INTERCHANGE ILLUMINATION

## ON THE THREE MILE LANE HIGHWAY IN YAMHILL COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Oct. 8, 1957

Type Code X030 (Contract No. 5046)

| | | |
|---|---|---|
| Illumination Installation Complete | | $ 10,432.00 |
| | Subtotal | $ 10,432.00 |
| | 10% Engr. & Cont. | 1,043.20 |
| | Total | $ 11,475.20 |

| | |
|---|---|
| Federal Funds. . . . . . . . . . . . . . . . . . . . . . . . . . . | $ 7,100.00 |
| State Funds. . . . . . . . . . . . . . . . . . . . . . . . . . . | 4,375.20 |
| | $ 11,475.20 |

Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 539, Laws 1939.
Funds for Maint.: Chap. 539, Laws 1939.

RECEIVED
SEP 16 1957
FOR FILING

September 16, 1957

Steeck Electric Company
P. O. Box 1243
Medford, Oregon

Gentlemen:

The State Highway Commission on September 12, 1957 awarded to you State Highway Contract No. 5046 for installing highway illumination at traffic interchange on Three Mile Lane Highway at Dayton in Yamhill County.

This award was based on your bid of $10,432.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
AUG 27 1957
FOR FILING

2-96(4)

5046

Salem, Oregon
August 26, 1957

Illumination at Dayton junction

Mr. Forrest Cooper
Deputy State Highway Engineer

When the Commission authorized construction on the Dayton Junction-Airport Road Section of the Three Mile Lane Highway in Yamhill County, the illumination of the interchange leading into Dayton was not specifically included. We intend to let this as a contract under federal aid and authorization by the Commission is necessary prior to advertising. This section is scheduled to be open to traffic on October 1 and the illumination should be in as soon as possible.

The estimated cost of the installation is $12,000 and I would recommend that Commission authorization be obtained while they are on their current trip so that bids can be taken on the project at the meeting of September 12.

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. F. B. Crandall

2[illegible]-3403 Rufus Maintenance Building. 1957

#5047

RECEIVED
MAR 6 - 1958

FOR FILING
3403
5047

file

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 27, 1958

| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
|---|---|---|---|
| 5047 | 3 Final | Decatur and Maerz | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 4115 | H205721 | $ 3,062.20 | 2-27-58 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion date: 90 workdays from Sept. 26, 1957

Time Extensions: None

Completion Date: Jan. 15, 1958

Date Accepted: Feb. 27, 1958

Penalties: None of record

Claims: None of record

Remarks:

---

Date: Mar. 4, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 4 1958
GRu

NOTED ON CARD

RECEIVED
FEB 20 1958
FOR FILING

27-3402

5047

Feb. 19, 1958

**CERTIFIED MAIL**

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 5047 for Rufus Maintenance Building in Sherman County was completed by the contractor, Decatur & Macrs, on Jan. 15, 1958, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $3,062.20 will be released to the contractor after acceptance by the Commission. The total contract amount is $16,740.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm
cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
SEP 17 1957
FOR FILING
[illegible]
[illegible]

September 16, 1957

Decatur & Maerz
970 S. Commercial Street
Salem, Oregon

Gentlemen:

The State Highway Commission on September 12, 1957 awarded to you State Highway Contract No. 5047 for construction of the Rufus Maintenance Building at Rufus in Sherman County.

This award was based on your bid of $16,584.00 which was the low bid submitted to the Commission on August 30, 1957, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
JUL 23 1957
FORM 230—30M—6-56—96654
FOR FILING
[illegible]

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
July 22, 1957

**SUBJECT:** Proposed new Maintenance Building Rufus

**To:** Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

There is an item in the budget to construct a new maintenance building at Rufus, Oregon. The present building is an old barn that is beyond repair, that has a leaky roof, and that is bulging at the rafter plates. The rafters have taken a permanent sag as much as 12 inches , due to the rafter ties having been raised to provide sufficient overhead clearance for trucks. It is agreed the cost of repairs would be prohibitive and the new building was budgeted in 1956, but not constructed due to some question as to the future location of the new Highway.

The location of the new highway has now been tenatively adopted North of the railroad tracks, so that the site we own on the high ground South of Rufus will not be on line as was thought possible previously.

There was some objection to the proposed site due to a steep approach via the Market Road, the profile of which shows a +6.7382 % grade and indicates the site is between 40 and 60 feet above the present highway. The Section Foreman, The D.M.S., and Division Engineer pointed out, however, that the site would level off to provide a building site approximately 40 feet above the present highway and that they had been using the site for sanding for several years without difficulty from snow or frost. Also, the property there abouts is closely held and another site would be difficult and expensive to obtain.

The site has many advantages that appear to outweigh the disadvantages and therefore it is proposed to proceed at once with the new building so that it will be available for use this winter.

There was a time when it was suggested that Biggs would be the better headquarters for this maintenance crew due to their maintenance of a portion of the Sherman highway. It was pointed out, however, that during the Spring runoff a regular 24 hour rock patrol is maintained on this section of the Columbia River Highway. Another disadvantage was the fact that Biggs is a poor home site. Consequently the Biggs location was abandoned.

APPROVED 7-23-57
W W Stiffler
Assistant State Highway Engineer

Copy forw'd to Br. Engr.

NOTED
W. W. STIFFLER

It is proposed that we build a standard masonry block maintenance building, 32' x 80', which will provide 4 truck storage bays and a standard Shop unit. The proposed location is as shown on the attached sketch map.

The estimated cost is 2560 sq. ft. at $5.50 = $14,080 plus 12½% = $15,840 plus cost of State Force work as follows:

| | |
|---|---|
| Grade & Surface | $1,200 |
| Oil surface | 1,000 |
| Gas Pump and tank | 1,000 |
| Fence | 600 |
| Contingencies | 360 |

The total is $20,000, the amount of the budget item.

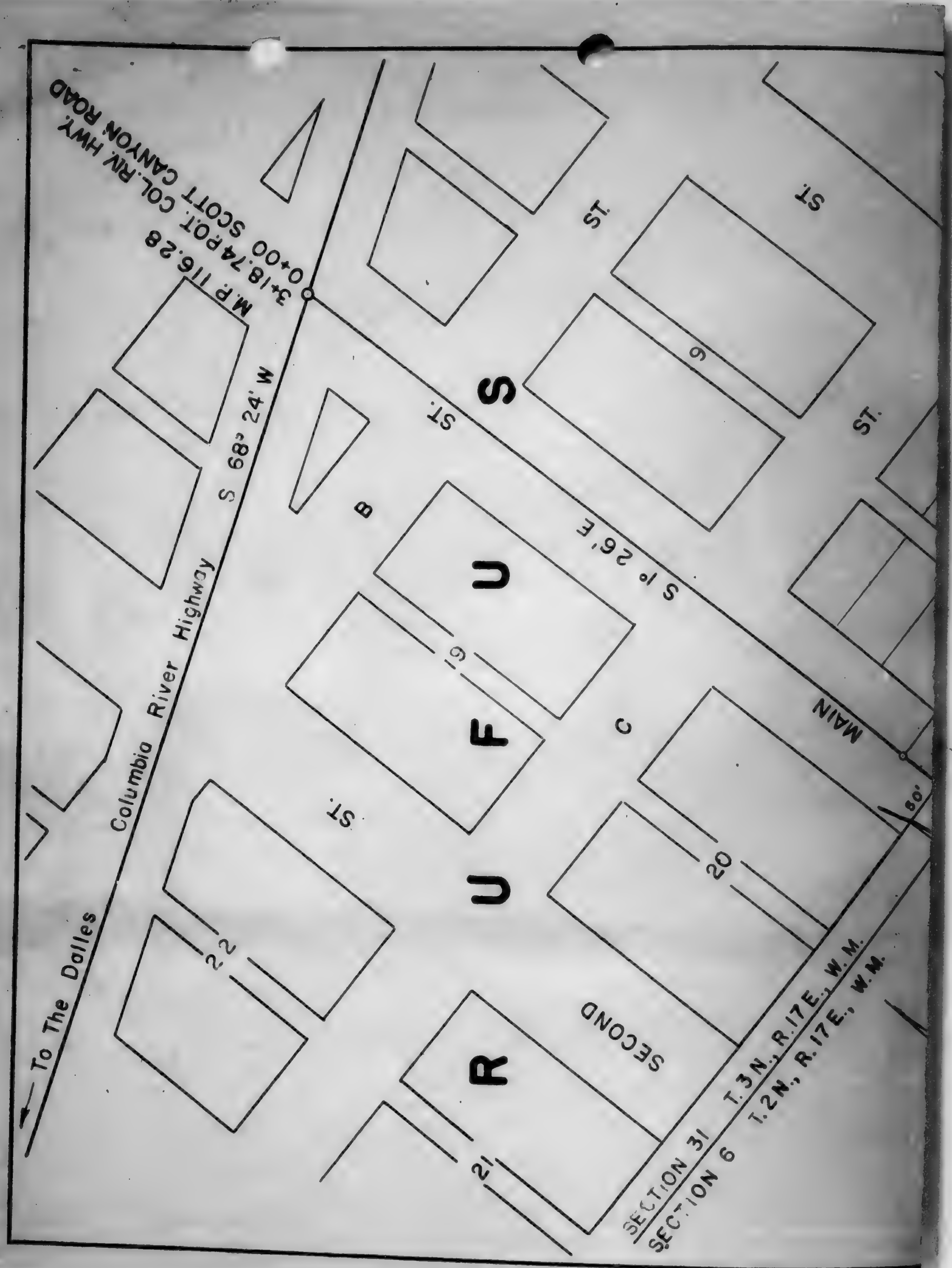
The sketch map shows the location of the water main and the power line. A septic tank will be required. Mr. Warfield is obtaining elevations and will give us data relative to footing and floor levels.

We recommend the building be let to contract at the earliest possible date.

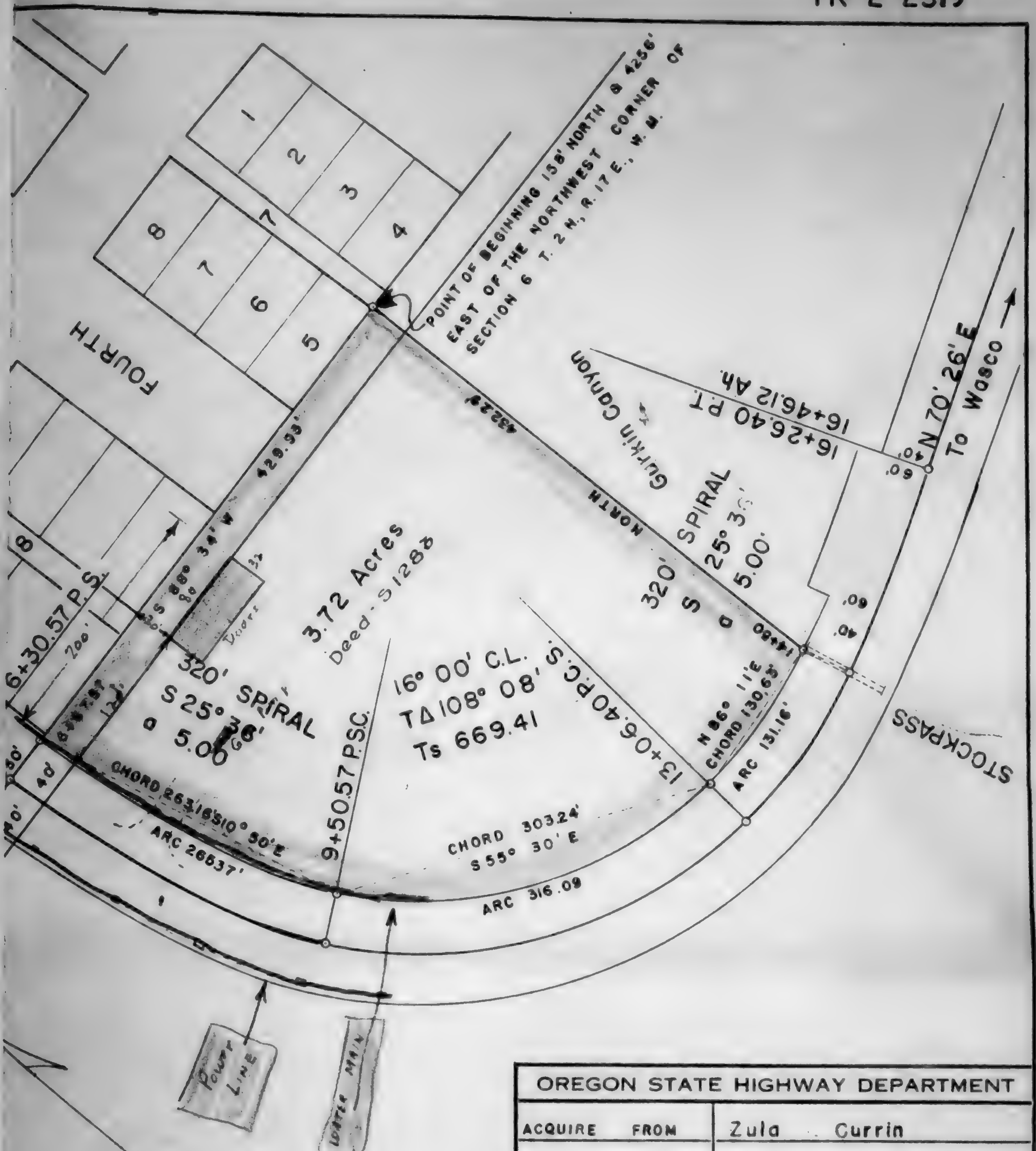
I. A. DeFrance
Assistant Maintenance Engineer

IAD:hl
Enclosure

cc - L. H. Warfield


0+00 SCOTT CANYON ROAD
3+18.74 P.O.T. COL. RIV. HWY.
M.P. 116.28
S 68° 24' W
Columbia River Highway
To The Dalles
R U F U S
B ST.
C ST.
MAIN ST.
SECOND ST.
ST.
S 1° 26' E
9
19
20
21
22
80'
SECTION 31 T.3N., R.17E., W.M.
SECTION 6 T.2N., R.17E., W.M.

1R-2-2519


1
2
3
4
8
7
6
5
7
8
FOURTH
POINT OF BEGINNING 158' NORTH & 4256' EAST OF THE NORTHWEST CORNER OF SECTION 6 T. 2 N., R. 17 E., W. M.
432.29'
NORTH
S 88° 34' W 429.93'
3.72 Acres
Deed - S 1288
Gurkin Canyon
16+46.12 Ah.
16+26.40 P.T.
N 70° 26' E
To Wasco
320' SPIRAL S 25° 36' a 5.00'
14+80
60'
40'
60'
40'
6+30.57 P.S.
200'
320' SPIRAL
S 25° 36'
a 5.00
16° 00' C.L.
TΔ 108° 08'
Ts 669.41
13+06.40 P.C.S.
N 86° 11' E
CHORD 130.63'
ARC 131.16'
STOCKPASS
9+50.57 P.S.C.
CHORD 263.16' S 10° 50' E
ARC 265.37'
CHORD 303.24'
S 55° 30' E
ARC 316.09
30'
40'
40'
Power Line
Water Main

| OREGON STATE HIGHWAY DEPARTMENT | |
|---|---|
| ACQUIRE FROM | Zula Currin |
| For | Stockpile Site |
| Highway | Columbia River |
| County | Sherman |
| Scale 1" = 100' | Date Jan. 21, 1950 |

5B-34-10

RECEIVED

FOR FILING

FORM E-30X—27,800—8-56—96658

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 5, 1957

SUBJECT: Maintenance Station location
Rufus

To: Mr. Dean Swift
Division Engineer
Bend, Oregon

Mr. Edwards advises the North location has been adopted at Rufus as per the attached map and profile. The most advantageous location for our Maintenance Station would be within the area shown in green; and if purchased when the right of way itself is being purchased, should not cost an excessive amount. Please look this site over at your earliest convenience and advise us if the site is satisfactory, so we can obtain approval of the purchase. If the proposed site is not satisfactory, give us your recommendation as to alternate sites.

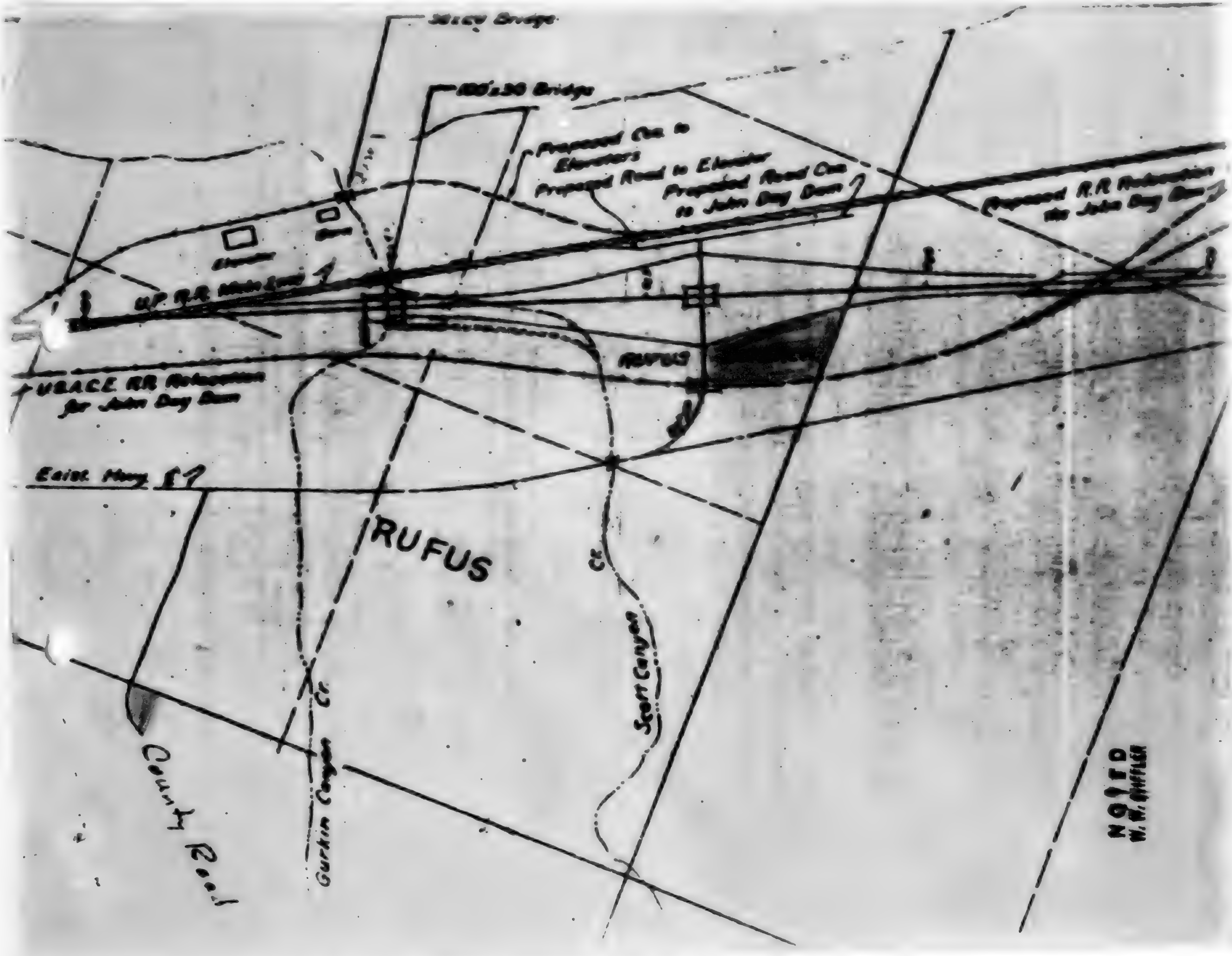
The property we now own at Rufus is not desirable as a Maintenance site inasmuch as it is 50 feet above the old highway and the approach road is on a 7% grade.

I. A. DeFrance
Assistant Maintenance Engineer

IAD:hl
Enclosures

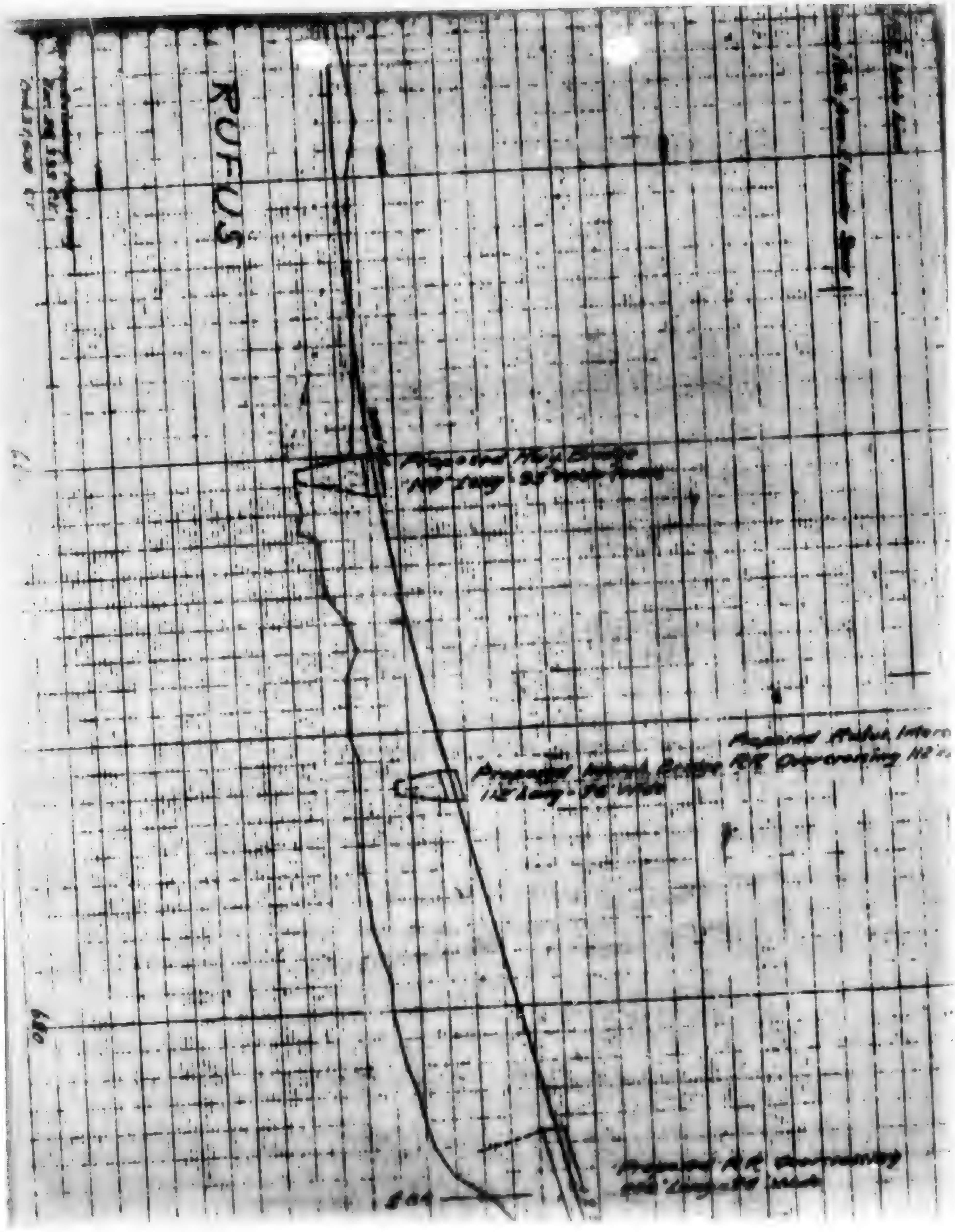
cc - J. S. Sawyer
W. W. Stiffler
Tom Edwards

NOTED
W. W. STIFFLER



36'x20 Bridge
100'x30 Bridge
Proposed Con. to Elevators
Proposed Road to Elevator
Proposed Road Con. to John Day Dam
Proposed R.R. Relocation for John Day Dam
Elevator
U.P. R.R. Main Line
USACE RR Relocation for John Day Dam
RUFUS
Exist. Hwy. 57
RUFUS
Gurkin Canyon Cr.
Scott Canyon Cr.
County Road

NOTED
W. W. SHIFFLER


RUFUS
Proposed Hwy Bridge
140' Long - 32' [illegible]
Proposed [illegible] Inter
Proposed [illegible] Bridge RR Overcrossing 112'
112' Long - 36' Wide
680
664
Proposed R.R. Overcrossing
[illegible] Long 36' Wide

S-57(5) Ukiah-Forest Boundary Sec. 1957
of the Ukiah-Hilgard Secon.
#5048 Hwy. (Grad. and Topping)

RECEIVED
MAR 3 1959

W. C Williams

NOTED
W. C. WILLIAMS

February 26, 1959 4

Ukiah - Forest Boundary
Contract No. 5048

## FINAL COST ANALYSIS
Grading and Topping
Contractor: K. C. Dock Construction Co.
Resident Engineer: John H. Walker

Ukiah - Hilgard Highway
Prefix No. 130-1063

S 57 (5)

5 12

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| Clearing and Grubbing | 100% | All | 11,250.00 | 7,608.96 | 7,608.96 | 11,250.00 |
| Drainage Excav., Unclass. | 895.1 | Cu. Yd. | 5.00 | 4.81 | 4,303.44 | 4,475.50 |
| General Excav., Unclass. | 87,705.6 | Cu. Yd. | .70 | .72 | 63,203.51 | 61,393.92 |
| Short Overhaul | 151,381. | Yd. Sta. | .02 | .022 | 3,303.33 | 3,027.62 |
| Long Overhaul | 2,107.8 | C-Yd. Sta. | .40 | .435 | 917.26 | 843.12 |
| Finishing Roadbed & Slopes | 9.99 | Mile | 1,000.00 | 933.48 | 9,325.47 | 9,990.00 |
| Rounding Cutbanks | 14,600. | Lin. Ft. | .20 | .233 | 3,404.52 | 2,920.00 |
| Furn. & Install 12" Conc. Pipe | 99. | Lin. Ft. | 2.35 | 2.18 | 216.01 | 232.65 |
| Furn. & Install 18" Conc. Pipe | 468. | Lin. Ft. | 3.90 | 3.75 | 1,755.78 | 1,825.20 |
| Furn. & Install 24" Conc. Pipe | 99. | Lin. Ft. | 5.75 | 5.52 | 547.32 | 569.25 |
| Furn. & Install 36" Conc. Pipe | 141. | Lin. Ft. | 9.50 | 9.31 | 1,313.92 | 1,339.50 |
| Install 12" Concrete Pipe | 78. | Lin. Ft. | 1.25 | 1.03 | 80.20 | 97.50 |
| Install 18" Concrete Pipe | 348. | Lin. Ft. | 1.40 | 1.15 | 400.82 | 487.20 |
| Install 24" Concrete Pipe | 150. | Lin. Ft. | 1.90 | 1.56 | 234.45 | 285.00 |
| Install 36" Concrete Pipe | 72. | Lin. Ft. | 2.50 | 2.05 | 148.07 | 180.00 |
| Install 78" C.M.P., Unctd. | 150. | Lin. Ft. | 7.00 | 6.60 | 989.55 | 1,050.00 |
| Install 6" Perf. Metal Dr. Pipe, Unctd. | 160. | Lin. Ft. | 1.35 | 1.11 | 177.70 | 216.00 |
| Special Backfill in Drains | 20. | Cu. Yd. | 6.00 | 6.42 | 128.37 | 120.00 |
| Finishing Box Culverts | 100% | All | 1,500.00 | 1,113.54 | 1,113.54 | 1,500.00 |
| Selected Roadbed Topping | 29,843.8 | Cu. Yd. | .50 | .64 | 1,834.24 | 14,921.90 |
| Hauling Roadbed Topping | 23,381.1 | Yd. Mi. | .12 | .107 | 2,525.14 | 2,805.73 |

FINAL COST ANALYSIS - UKIAH - FOREST BOUNDARY - PAGE 2

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| Place Boulders in Channel Change | 267. | Each | 10.00 | 6.78 | 1,811.55 | 2,670.00 |
| Force Account (State participation in flagging) | | | | | 18.03 | 18.03 |
| | | | | | $121,868.18 | $122,218.12 |

| | |
|---|---|
| Gross Revenue | $ 122,218.12 |
| Total Cost | 121,868.18 |
| Net Profit | $ 349.94 |

Net Profit equals 0.28% of Gross Revenue

Ukiah - Forest Boundary
Contract No. 5048

## DETAIL OF COST

K. C. Dock Construction Co.

| | | | |
|---|---|---|---|
| Labor: | | | |
| Labor and Supervision | | $ 39,945.84 | |
| Labor Insurance and Health & Welfare | | 2,896.07 | $ 42,841.91 |
| Equipment Rental & Miscellaneous Supplies: | | | |
| Equipment Rental, Owned | | 59,413.79 | |
| Equipment Rental, Hired | | 1,601.00 | |
| Gas, Oil, and Grease | | 8,852.77 | |
| Freight (Move In) | | 414.79 | |
| Small Tools and miscellaneous supplies | | 758.00 | |
| Bond | | 861.00 | |
| Home Office and General Overhead | | 4,316.56 | 76,217.91 |
| Materials: | | | |
| 12" Concrete Pipe | 99 Lin. Ft. @ $1.20 | 118.80 | |
| 18" Concrete Pipe | 468 Lin. Ft. @ $2.62 | 1,226.16 | |
| 24" Concrete Pipe | 99 Lin. Ft. @ $3.85 | 381.15 | |
| 36" Concrete Pipe | 141 Lin. Ft. @ $7.25 | 1,022.25 | |
| 3/8"-0 Backfill Mat'l | 20 Cu. Yd. @ $3.00 | 60.00 | 2,808.36 |
| | | | $ 121,868.18 |

Remarks - Contract No. 5048

This was a "Federal Aid secondary Project" consisting of the construction of 7.3 miles of highway roadbed, involving 87,705.6 cubic yards of excavation, and the completion of 2.69 miles of previously graded roadbed; the completion of three reinforced concrete box culverts; the construction of 6.9 miles of selected roadbed topping, involving 29,843.8 cubic yards of pitrun gravel; and completion of 3.09 miles of previously placed topping. This project was let to complete a previous contract on the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County.

This project was bid August 30th, awarded September 16, 1957, and completed July 31, 1958.

On September 16th, the contractor started operations on this project using a D9 caterpillar dozer and ripper straightening up some of the cuts opened by the previous contractor; ripping rocky areas and generally preparing for the earthmoving equipment. He also had three laborers on the job placing culvert pipes in required places.

The following week the contractor moved in an HD11 crawler tractor and scraper which he put to work for a day and a half of this week. He also brought in an HD21 Allis-Chalmers dozer and two DW10 scrapers. These units were not used until the week of October 11, 1957.

Most of the excavation work was concentrated in the area of stations 475 to 538 for the next three weeks. Three DW10 scrapers, one DW15 scraper, one D9 dozer, one cat and scraper, and one HD21 dozer worked on general excavation. A Michigan 175A loader and three 10-cubic yard dump trucks were used to remove the more bulky materials.

A 977 caterpillar traxcavator was moved onto the project Friday, November 15, 1957 to replace the 175A Michigan which was not proving satisfactory for this type of work. This piece of equipment was not in good running order nor did it have the proper traction in the large rock material in which it was working.

Grading conditions were fairly good until the middle of November, then weather conditions began to hinder the work somewhat. Rain and snow fell at this time causing a two day delay in the use of the rubber tired equipment.

The contractor changed over from grading to selected topping material November 18th, in order to cover and protect the sub-base which was already brought to grade. Conditions for this phase of work were made difficult by the freezing weather which caused the wet topping to freeze. Material placed during the day froze to a depth of 6"-8" during the night and the blade could only work on it for about two hours a day when the material was thawed enough to work. A grid roller was used to reduce and compact the topping material. This piece of equipment worked out very satisfactorily. Reduction of material was good as long as there was not too much large rock.

Remarks Cont'd. - Contract No. 5048

Fair progress was made during December. Rain, Snow, and cold weather was the major cause of slow work.

In January, the contractor reduced his equipment to D9 dozer, HD21, three BW10 scrapers, and the grid roller. This equipment was all that could be used on topping and finishing of the project.

Some shooting in ditch lines and cuts had to be done in the finishing process. Hauling and placing of topping continued strongly throughout January and the first week of February.

The balance of February was spent in hauling, placing, and rolling of topping and placing of pipes and culverts. Work was shut down for the winter about the middle of February.

Work on this project was resumed on May 27, 1958, consisting mainly of blading and reshaping the roadbed.

June 2nd a D8 dozer was moved onto the project and worked on reconstructing the dike which was washed out during the high water in Camas Creek.

The contractor used a 977 loader and three trucks to haul topping from the borrow pit at station 170-180. This work began Monday, June 9th. The next two weeks were spent in hauling and placing topping and in reconditioning such areas of roadbed that were damaged during the winter. Topping was completed June 27th.

The week of July 4th was used in the final finishing and clean up. All equipment was removed from the project the following week.

The contractor failed to make a fair profit on this project for several reasons. The weather conditions encountered, the condition of the project as left by the previous contractor, the time lapse between the two contracts, the low bid on general excavation, short and long hauls, and selected topping which was hard to obtain from the creek bed.

It is my opinion that the contractor had sufficient equipment in good working order on the project to do the work properly.

M.N. Juve
Chief Cost Analyst

By

Gordon K. Hanson

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MAR - 6 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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FEB 16 1959
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FIDELITY - SURETY - BURGLARY
CLAIMS EXCLUSIVELY

CLARENCE D. PORTER
CLAIMS ADJUSTER
920 FAILING BUILDING
PORTLAND 4, OREGON
CA 3-2746

BONDING INVESTIGATIONS

A 5763

5048

February 12, 1959

Mr. W. C. Williams, State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Williams:

Re: Jack Robinson Contractor, Inc. - Ukiah - Hilgard Highway - Umatilla County, Oregon.

With reference to your final bill against the surety on the above project I will have my final check completed early next week. I have finished with the cost of the State as to the construction costs for the actual construction work of $38,525.00 and find this substantially correct. I will give you in my report my check on the costs of remeasuring and awarding final work to Dack Construction Company and also a full statement of our position on the additional engineering charges.

I am sorry that I have been delayed but that was due to my not being able to secure certain information from other sources until recently.

Best regards.

Clarence D. Porter
Clarence D. Porter

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FEB 13 1959
OREGON
STATE HIGHWAY COMMISSION

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FORREST COOPER

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STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DEPARTMENT
(date)

October 23, 1958

| | | | |
|---|---|---|---|
| (CONTRACT NO.) 5048 | (EST. NO.) | (CONTRACTOR) | |
| 5048 | 11 Final | K. C. Dack Construction Co. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 24301 | H226236 | $ 3,482.63 | 10-23-58 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion date: July 31, 1958

Time Extensions: None

Completion Date: July 7, 1958

Date Accepted: July 31, 1958

Penalties: None of record

Claims: None of record

Remarks:

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Date: Oct. 24, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

[illegible] 1958
G. C.

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FOR FILING

Oct. 16, 1958

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 5048, for grading and topping on the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County was completed by the contractor, K. C. Dack Construction Company, on July 7, 1958, and was formally accepted by the Highway Commission on July 31, 1958.

Final payment in the amount of $3,482.63 will be released to the contractor on or after October 27, 1958. The total contract amount is $122,218.12, of which amount $18.03 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Amerata & Schram
520 Mead Bldg.
Portland, Oregon

NOTED ON CARD
em

Form E-1—10M—12-56

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A-57(5)
504

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 22, 1958

Section Ukiah-Forest Boundary

Highway Ukiah-Hilgard County Umatilla

Contractor K. C. Dack Construction Co.

Date of contract Sept. 12, 1957

Date work started Sept. 16, 1957

Project authorization $ 153,561.94

Exclusive of engineering $ 142,641.98

Kind of work Grading & Topping

Section prefix 130-1063

Contract number 5048

Date of completion ~~Specified work days~~ July 31, 1958

Est. Date of Completion ~~Work days used~~ COMPLETED

Per cent of time elapsed 91.5 %

Estimated cost of completed project, exclusive of engineering $ 124,073.08

Estimated per cent ~~overrun or~~ underrun 13.0 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 10,919.96

Engineering cost to date $ 16,238.73, 148.7 %

Date project was completed July 7, 1958

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate for this project was completed and sent to the La Grande Division Office on Wednesday of this week.

This will be the final report for this project except for possible re-checking.

CONSTRUCTION DIVISION
RECEIVED
AUG 25 1958
NOTED
CE ACE ACE COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed Resident Engineer

Address Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 9.99 | 9.99 |  |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed | 9.99 | 9.99 |  |  |  |
| Total estimated quantities (contract) | 76,800 CY | 27,000 CY |  |  |  |
| Total quantities corrected to date | 87,791.5 CY | 29,843.8 CY |  |  |  |
| Estimated quantities moved or placed to date | 87,791.5 CY | 29,843.8 CY |  |  |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time | 0 | 0 |  |  |  |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors ............, Bulldozers ............, Compaction rollers ............, . . . . ............, . . . . ............, . . . . ............

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday |  |  |  |
| Monday | Fair |  |  |
| Tuesday | Fair |  |  |
| Wednesday | Fair |  |  |
| Thursday | Fair |  |  |
| Friday | Fair |  |  |
| Saturday |  |  |  |

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**OREGON STATE HIGHWAY DEPARTMENT**
**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
January 15th, 1958

**SUBJECT:** Ukiah-Forest Boundary
Ukiah-Hilgard Highway
Contract #5048

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Reference is made to Mr. Polk's letter of January 3rd in which he comments on the fact that the Bureau would not participate in the installation of the cattle guards under a state force order.

It was believed at the time of receiving the letter that we could have the contractor do the work on force account. However, we find that such is not the case as the work has already been done under the state force order, which was approved by your office.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY:AR

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December 6, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-57(5)
Ukiah-Forest Boundary Section,
Ukiah-Hilgard Highway - Order for
State Force Work dated Oct. 25, 1957
Seeding and Fertilizing - Estimated
Cost - $2,800
Federal Funds - $1,960

Dear Sir:

Reference is made to your letter dated November 12, 1957 concerning subject order.

We are approving the use of State Force as being in the public interest for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Polk
Division Engineer

By:

E. H. Cowan
Acting Division Engineer

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S-57(5)

5348

November 29, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 269 covering construction of two cattle guards on the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County, Contract No. 5048, in connection with Federal Aid Project No. S-57(5).

This work is necessary to replace cattle~~passes~~guards which cannot be saved due to grades and widening of approaches. The contractor does not have the forces and equipment available to do this work, which must be done now. The State has materials and crew to do the work more economically than by separate contract. Your approval of this order on force account basis using State forces is requested.

The total amount of this order is $780 with Federal participation of $480.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:la

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S-57(5)

5045

November 12, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224-238 covering seeding and fertilizing on the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County, Contract No. 5045, in connection with Federal Aid Project No. S-57(5).

This work is necessary to control erosion on cut and fill slopes and for roadside improvement. The contractor is not equipped to do this work. The state has the necessary special equipment operated by experienced crews. The amount is too small to be done economically by separate contract. The total amount of the order is $2,800.00 with federal participation of $1,960.00.

Your approval of this order at agreed unit prices under the provisions of PPM-21-6.3 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:cr

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5048

October 18, 1957

Mr. Clarence D. Porter
Claims Adjuster
920 Failing Building
Portland 4, Oregon

Dear Sir:

Exhibit 1

Reply is made to your letter requesting information as to the increase in quantity of several items from the original Contract No. 4648 to quantities as set forth in Contract No. 5448. Following are basic and general facts inherent in the contract between the State and the contractor and having their origin in the General Specifications:

1. Quantities stated in the contract are subject to additions and deletions to meet the job, traffic, climatic, and other conditions encountered.

2. Changes in design are provided for to meet conditions which develop or become apparent as the job is constructed.

3. A contractor contracts to construct a project. The project is accepted upon completion as a whole. Acceptance is not made of the various component parts until completion of the whole project.

4. Monthly estimates refer to the amount of work which has been accomplished in the opinion of the engineer at the time of estimation. They do not and cannot refer to conditions prevailing upon the job at a later date.

5. Damage occurring to a partially completed project must be rectified by the contractor. In the instant case this is particularly true. A time lapse has occurred from specified completion date during which no work has been done. Due to the drainage work's not being completed, the roadway being left in an unfinished state and the whole project in a nonoperating condition, a considerable number of changes in the amount of work to be done have occurred. Due to the foregoing, some sections of roadway and items of work previously considered finished have regressed to such an extent that they cannot be considered suitably finished now. In addition to the above, I wish to call your attention to the

fact that the State has been to considerable expense and that the traveling public has been seriously inconvenienced for many months due to the failure of the contractor to complete his project as specified.

With the above for a basis, I will deal with your specific inquiries as follows:

### Drainage Excavation

| | |
|---|---|
| Original contract | 740 cu. yds. |
| Completed on original contract | 836 cu. yds. |
| Estimate to complete as per Contract No. 5048 | 840 cu. yds. |

The increase in drainage excavation quantities has been occasioned by the following:

1. Locations of pipes were changed to better fit drainage pattern, resulting in an increase in quantity.

2. There were erosion and caving of ditches, partially filling them and requiring removal of the material.

3. Some pipes were not installed by Mr. Robinson on original ground as staked. The fills were made, and now the pipes must be dug in through the fill, resulting in higher excavation quantities for K. C. Dack.

4. Additional drainage ditch was needed, Stations 22 to 29, amounting to approximately 300 cubic yards. This is in addition to original job and is covered in paragraph 2 of the general comments.

### Long Overhaul

| | |
|---|---|
| Original contract | 2,800 C-yd. sta. |
| Completed on original contract | 1,351.5 C-yd. sta. |
| Estimate to complete as per contract No. 5048 | 6,100 C-yd. sta. |

A recheck indicates that the quantities shown under Contract No. 5048 are in error. The 6,100 C-yd. stations should read 3,400 C-yd. stations. The principal reasons for the increase in this item are as follows:

1. The grade was raised between Station 10 and Station 24. This was done and completed by Mr. Robinson prior to his forfeiture.

2. The grade was raised between Station 120 and Station 135. This was done and practically completed by Mr. Robinson prior to his forfeiture.

3. The grade was raised between Station 137 and Station 180, all excavation and haul having been completed except 1,183 yards. This was done prior to forfeiture of the job by Mr. Robinson.

4. The increased haul necessary to the changes delineated in the foregoing will reflect in Mr. Robinson's final estimate and will be an increase over the 2,800 C-yd. stations.

5. We find another item concerning a rock cut at Station 245. The original plans showed this material to go in deep fills immediately adjacent to the cut, with short haul.

6. We find the holes largely filled with other material, and it is necessary to haul approximately 4,000 yards of this material a considerable distance to dispose of it, increasing the haul some 1,400 C-yd. stations. Disposal areas were selected at such points as the material could be dumped over the side to serve as riprap in possible wash areas.

7. Our analysis indicates that there will be an increase in the 2,800 C-yd. stations shown in Mr. Robinson's original contract, and that the 3,400 C-yd. stations which we have determined proper for the new contract will, when added to the amount originally paid Mr. Robinson, be accurate for the final completed work.

### Finishing Roadbed and Slopes

| | |
|---|---|
| Original contract | 9.99 miles |
| Completed on original contract | 3.5 miles |
| Estimate to complete as per Contract No. 5048 | 9.99 miles |

Refer to paragraphs 3, 4, and 5 under general comments. It is conceded that at the time the progress estimate was made 3.5 miles had been suitably finished; however, since that time various settlements and sloughing, etc. have occurred which make the job inacceptable until corrected. The work to be done is quite minor on those stretches previously finished, a fact that the contractor on the new contract undoubtedly took into account in bidding the item.

## Rounding Cut Banks

| | |
|---|---|
| Original contract | 19,000 lin. ft. |
| Completed on original contract | 3,775 lin. ft. |
| Estimate to complete as per Contract No. 5048 | 18,000 lin. ft. |

Refer to paragraphs 3, 4, and 5 under general comments. It is conceded that 3,775 lin. ft. of rounding cut banks had been completed at the time the progress estimate was made; however, weather, erosion, et cetera, have damaged the rounding to such an extent that some work will have to be done on portions previously finished. The character of the work to refurbish previous rounding was undoubtedly reflected in the second contractor's bid price for this item.

## Sprinkling

| | |
|---|---|
| Original contract | 980 M-gal. |
| Completed on original contract | 379 M-gal. |
| Estimate to complete as per Contract No. 5048 | 800 M-gal. |

Sprinkling is a variable item, and the amount of water used depends on weather conditions at the time work is in progress and during the following maintenance period. Traffic conditions also dictate the use of water. With the foregoing in mind and the fact that semi-completed portions of the roadway will require use of water in necessary reshaping, the item seems to be well in line. The amount of water actually used will depend a great deal on the time of year and weather conditions prevailing at the time the actual work is done.

In summary of the above, it is believed that the increases occurring have had their origin in the fact that the original contractor did not prosecute this job to completion, thus causing a delay, with consequent damage to the project, or that the variance in quantities would have occurred under the original contract, which eventuality is covered in the specifications.

I hope that the above explanations clarify the points brought up in your letter.

Very truly yours,

W. C. Williams
State Highway Engineer

LHY:jc FC:me
cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. S. H. Probert
Mr. A. F. Parson
Mr. J. H. Walker

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OCT 22 1957
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FORM 530—50M—2-57—1476

5148

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 14th, 1957

**SUBJECT:**

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Further report is made on the complaint of the bonding company concerning the increase in haul on the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway. The controversy was brought about by the fact that the original plans called for 2,800 C-Yd. Sta.; whereas, the plans to correct and complete the job call for 6,100 C-Yd. Sta. An analysis has been made. We find that the original contractor had been paid for 1,800+ C-Yd. Sta. and that errors in the plans indicate the final corrective plans should total 3,400 C-Yd. Sta. or a total to complete the job of 5,200 C-Yd. Sta. We do not have definite figures to substantiate or pin point the differences, but we find them to be as follows:

③

1. The grade was raised between Station 10 and Station 24. This was done and completed by Robinson prior to his forfeiture.

2. The grade was raised between Station 120 and Station 135. This was done and practically completed by Robinson prior to his forfeiture.

3. The grade was raised between Station 137 and Station 180, all excavation and haul having been completed except 1,183 yards. This was done prior to forfeiture of the job by Robinson.

4. The increased haul necessary to the changes delineated in the foregoing will reflect in Robinson's final estimate and will be an increase over the 2,800 C-Yd. Sta.

5. We find another item concerning a rock cut at Station 245. The original plans showed this material to go in deep fills immediately adjacent to the cut, with short haul.

6. We find the holes largely filled with other material and it is necessary to haul approximately 4,000 yards of this material a considerable distance to dispose of it, increasing the haul some 1,400 C-Yd. Sta. Disposal areas were selected at such points as the material could be dumped over the side to serve as riprap in possible wash areas.

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OCT 22 1957
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FORM 510—80M—2-57—1470

5048

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 14th, 1957

**SUBJECT:**

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Further report is made on the complaint of the bonding company concerning the increase in haul on the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway. The controversy was brought about by the fact that the original plans called for 2,800 C-Yd. Sta.; whereas, the plans to correct and complete the job call for 6,100 C-Yd. Sta. An analysis has been made. We find that the original contractor had been paid for 1,800+ C-Yd. Sta. and that errors in the plans indicate the final corrective plans should total 3,400 C-Yd. Sta. or a total to complete the job of 5,200 C-Yd. Sta. We do not have definite figures to substantiate or pin point the differences, but we find them to be as follows:

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7. Our analysis indicates that there will be an increase in the 2,800 C-Yd. Sta. shown in Robinson's original contract, and that the 3,400 C-Yd. Sta. which we have determined is proper for the new contract will when added to the amount originally paid Robinson be accurate for the final completed work.

Tom Edwards
Construction Engineer

TE:AR

RECEIVED
OCT 15 1957
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
SEP 17 1957
FOR FILING

S-57(5)

5[illegible]

September 16, 1957

K. C. Dack Construction Company
Box 642
Pendleton, Oregon

Gentlemen:

The State Highway Commission on September 12, 1957 awarded to you State Highway Contract No. 5048 for grading and topping the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Secondary Highway in Umatilla County.

This award was based on your bid of $119,199.50 which was the low bid submitted to the Commission on August 30, 1957 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

# COMPARISON OF BID PRICES

## UKIAH-FOREST BOUNDARY SECTION

9-3-57

| Item | Unit | Robinson Contract | Bid of Kenneth C. Dack Constr. Co. |
|---|---|---|---|
| Clearing & Grubbing | Lump Sum | $15,000.00 | $11,250.00 |
| Drainage Excavation, Unclassified | cu. yd. | 2.00 | 5.00 |
| General Excavation, Unclassified | cu. yd. | .35 | .70 |
| Short Overhaul | yd. mi. | .01 | .02 |
| Long Overhaul | C-yd. sta. | .30 | .40 |
| Finishing Roadbed & Slopes | mile | 500.00 | 1,000.00 |
| Rounding Cutbanks | lin. ft. | .15 | .20 |
| 24" Corrugated Metal Pipe | lin. ft. | 7.00 | - - |
| 78" Corrugated Metal Pipe, Uncoated | lin. ft. | 40.00 | - - |
| 12" Concrete Pipe | lin. ft. | 2.00 | 2.35 |
| 18" Concrete Pipe | lin. ft. | 3.50 | 3.90 |
| 24" Concrete Pipe | lin. ft. | 5.00 | 5.75 |
| 36" Concrete Pipe | lin. ft. | 8.00 | 9.50 |
| 6" Perforated Metal Drain Pipe | lin. ft. | 2.00 | 2.30 |
| Special Backfill in Drains | cu. yd. | 10.00 | 6.00 |
| Class "A" Concrete | cu. yd. | 60.00 | - - |
| Metal Reinforcement | lbs. | .14 | - - |
| 1" Galvanized Water Pipe | lin. ft. | .50 | - - |
| Selected Roadbed Topping | cu. yd. | .30 | .50 |
| Hauling Roadbed Topping | yd. mi. | .12 | .12 |
| Sprinkling | M-gal. | 2.00 | 2.25 |
| Install 12" Concrete Pipe | lin. ft. | - - | 1.25 |
| Install 18" Concrete Pipe | lin. ft. | - - | 1.40 |
| Install 24" Concrete Pipe | lin. ft. | - - | 1.90 |
| Install 36" Concrete Pipe | lin. ft. | - - | 2.50 |
| Install 78" Corr. Metal Pipe, Uncoated | lin. ft. | - - | 7.00 |
| Install 6" Perf. Metal Drain Pipe | lin. ft. | - - | 1.35 |
| Finishing Box Culverts | Lump Sum | - - | 1,500.00 |

NOTED
FORREST COOPER

September 3, 1957

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JUL 30 1957
FOR FILING

Salem, Oregon
July 29, 1957

Advertisement for Bids
Ukiah Secondary Highway

Mr. Tom Edwards
Construction Engineer
OFFICE

Please be sure that the advertisement for bids for completion of the defaulted Jack Robinson contract on the Ukiah Secondary Highway is programmed for the September letting.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. S. H. Probert

RECEIVED
JUL 22 1957
FOR FILING

July 19, 1957

Mr. Wm. V. Jamison
Ukiah
Oregon

Dear Mr. Jamison:

I have your letter of July 16, 1957 re the condition of the highway in the vicinity of Ukiah. While I have not personally been over the road, I know what you say is true and that the road is not in good condition for travel.

The Highway Commission, realizing that improvement of the Ukiah-Hilgard Highway was badly needed, has, as you know, been taking steps to get the road rebuilt. As part of the construction program, a contract was awarded in 1956 to Jack Robinson for the Ukiah-Forest Boundary Section. Unfortunately, the contractor defaulted, due to financial difficulties, when the project was some two-thirds completed. The engineering and legal procedures in conditions of this kind are complex and time-consuming and are costly and disagreeable to all concerned. Among other things, it has been necessary to completely remeasure the job in the field, listing work done and to be done, and to award a new contract for the completion of the work. This we are doing, and it is hoped that we will be able to get the contract awarded within the next two months.

In the interim I have issued instructions to our field people to take whatever measures are necessary to improve the present condition of the road and to give reasonable relief in the form of blading, sprinkling, et cetera, to alleviate the worst of the conditions which now exist.

I appreciate your courteous letter and know that you did not exaggerate the conditions that exist. Situations such as this are difficult and disagreeable to all concerned, and I assure you that the Highway Commission regrets the delay and inconvenience caused to the people of that area, but conditions beyond the control of the Highway Department have caused seemingly interminable and difficult delays.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
FC:me hi

REFERRED TO
Cooper
By State Highway Engr.
please prepare
reply - expedite

July 16, 1957
Ukiah, Oregon

State Highway Department
Salem, Oregon

ATTENTION: W. C. Williams, Chief Engineer

Dear Mr. Williams,

I am writing in regard to the Ukiah-Hilgard Highway, Ukiah Forest Boundary Section.

I would appreciate very much if you could give me any information as to when construction on this highway would resume.

We, the people of Ukiah and surrounding area, have tried to be very patient and realized that the road would be torn up during construction but now the summer is half over and there has been no activity whatsoever on it either in the way of maintaining or completing the job. I am sure you would agree that the condition in which this road was left is an utter disgrace, I wish it were possible for you to travel over it to see for yourself.

Our business like the other five businesses here in Ukiah, plus Layman Springs, rely on the tourist trade for our means of support. Our businesses were hurt badly last year and even worse this year. It would help us very much if the condition of this road could be greatly improved by Hunting Season as there would be a greater number of people coming in if they knew it had been improved.

Would it be possible to rush the Bidding on this road within the next week or two as there will not be many more working months before winter sets in.

If there is anything that we as a community can do, please let me know.

Sincerely,

Wm V Jamison
Wm. V. Jamison

RECEIVED
JUL 17 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
JUL 17 1957
OREGON
STATE HIGHWAY COMMISSION

I-62(11) Glover & Kamela Grade Separation Structures, Meacham-Glover Sec. 1957
#5049

RECEIVED
[illegible]
FOR FILING

I-62 (11)

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 18, 1958

5049

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 5049 | 11 final | R. H. Jones | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 29283 | H 231224 | $5,654.54 | 12/18/58 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weisenhaus
ACCOUNTING DIVISION

---

Specified completion date: 200 workdays from Sept. 26, 1957

Time Extensions: None

Completion Date: Sept. 16, 1958

Date Accepted: Oct. 23, 1958

Penalties: None of record

Claims: None of record

Remarks:

---

Date: Dec. 19, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
Secretary

Warrant Mailed: DEC 22 1958
GPM

NOTED ON CARD
em

A

RECEIVED
DEC 10 1958

FOR FILING

I 22 (11)

5049

Dec. 10, 1958

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5049, for Glover and Kamela Grade Separation Structures on the Meacham-Glover Section of the Old Oregon Trail Highway in Union and Umatilla Counties was completed by the contractor, R. H. Jones, on Sept. 16, 1958, and was formally accepted by the Highway Commission on Oct. 23, 1958.

Final payment in the amount of $5,654.54 will be released to the contractor on or after Dec. 20, 1958. The total contract amount is $158,009.13, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

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RECEIVED
SEP 17 1957
FOR FILING
I (a) (11)

September 16, 1957

R. H. Jones
Route 1, Box 258
Hillsboro, Oregon

Dear Mr. Jones:

The State Highway Commission on September 12, 1957 awarded to you State Highway Contract No. 5049 for construction of the Glover and Kamela Grade Separation Structures on the Meacham-Glover Section of the Old Oregon Trail in Umatilla and Union Counties.

This award was based on your bid of $146,431.00 which was the low bid submitted to the Commission on August 30, 1957 for this project. Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

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AUG 1[illegible] 1957
FOR FILING

OREGON DISTRICT
I-62 (11)

5049

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

August 15, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-62(11), Structures on the Meacham-Glover Section of the Old Oregon Trail Highway. This approval is given subject to your making any corrections or revisions which may be found necessary following the complete review of the design details.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. POLK
Division Engineer

By E.H. Cowan
E.H. COWAN
Acting Division Engineer

F-300(13) Valley Jct.-Wallace Br. 1957
Hwy, Valley Jct.-Sheridan
#5050 Sec. (Grading)

P/W
18330
+
[illegible] RR 479

(CONTRACT NO.)

(VOUCHER NO.)

X 31187

Mr. Floyd

The warr

The wa

author

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FOR FILING

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OREGON STATE HIGHWAY DEPARTMENT
(date)

December 24, 1959

F-300(13)

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 5050 | 12 P.F. | A. L. Harding Inc. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| X 31181 | 132505 | $ 391.75 | 12-24-59 |

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion date: 140 workdays from September 26, 1957

Time Extensions: None of record

Completion Date: June 26, 1959

Date Accepted: September 24, 1959

Penalties: None of record

Claims: None of record

Remarks:

---

Date: December 28, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: DEC 28 1959
GKW

NOTED ON CARD

RECEIVED
DEC 17 1959
FOR FILING

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COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

F-300(13)
Cooper

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 16, 1959

Mr. Walter H. Bell
Bell and Gehlen
Attorneys at Law
Stayton, Oregon

Re: Claim for crop damage
Huber Ray property
Wallace Bridge-Valley
Junction Section
Polk County

Dear Mr. Bell:

Reference is made to your letter of November 16, claiming crop damage to the Huber Ray property in the amount of $150.00. I have investigated the points set forth in your letter and find that we took the corrective action outlined in my letter of March 26. A recent inspection showed that the drains were operating effectively, although some slough-in had occured on top of them. We will extend these sub-drains out to the roadbed ditch so that this slough-in will not be a continuing maintenance problem.

In view of your letter of April 7, 1959, I had our field forces make continuing checks on the crops being raised on your property during the 1959 crop season. We are unable to confirm that the portions of the land tributary to the drain tiles gave a different yield than other portions of the field.

I am therefore unable to recommend a settlement at this time. Further correspondence concerning this matter should be addressed to the undersigned.

Very truly yours,

L. I. LINDAS
Chief Counsel

MC:ds

cc: Forrest Cooper
Tom Edwards
J. D. Walker

RECEIVED
DEC 18 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
DEC 11 1959
FOR FILING
F 300 [illegible]
[illegible]

Salem, Oregon
December 10, 1959

Claim for crop damage
Huber Ray property
Wallace Bridge-Valley
Junction Section
Polk County

Mr. Leonard Lindas
Chief Counsel
OFFICE

As you are no doubt aware, Walter H. Bell, attorney for Huber Ray, has been after us for the last year or so in connection with some drainage matters on the Wallace Bridge-Valley Junction Section of the Salmon River Highway in Polk County.

I am handing you a suggested draft of a letter which was prepared by the Construction Division for my signature. In view of the fact that this is ultimately going to get into a jangle over the payment of crop damage, I suggest that you edit the letter and send it out over your own signature, so that we will do nothing to embarrass future "pow wows".

We are doing the construction work as noted in the letter and I believe that we have done every reasonable and probably a few unreasonable things to settle this matter. Our people are convinced that no crop damage occurred. As I recall in past dealings with Mr. Bell, he never gives up. It is my opinion that we should not either.

Please take it from here.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

Attach.

cc Mr. W. C. Williams
Mr. Tom Edwards

FORM E-30 50M 7-59 22124

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 30, 1959

SUBJECT: Assignment 149-Y
Valley Junction-Wallace Bridge Section
Salmon River Highway
Contract No. 5050

To:

Mr. Tom Edwards
Construction Engineer
Department

Attention: Mr. L. H. Young

A field inspection has been made of the drainage from the Huber Ray property on the subject project. For a background of this problem, please see my report of March 19, 1959, under Assignment No. 80-Y. To continue the report under Assignment No. 80-Y, the second field drain was opened temporarily by the survey crew shortly after our meeting on the site with Mr. Huber Ray, which was on March 18, 1959.

During the past construction season when the contractor was on the project, open ditches were constructed from the ditch along the roadbed northerly along the existing tile lines to improve the outlets of the tile. On the recent inspection, it was noted that these ditches had sloughed in covering the outlets of the tiles. This impaired the flow from the tiles but did not block it, as water was percolating through this material and into our roadbed ditch. There was no evidence of any water standing on a portion of Mr. Ray's property which was supposed to be drained by these tile.

To overcome the chance of future sloughing into these ditches and impairing the flow of the water from them, we are writing a State Force Order to extend the tile through these ditches to the roadbed ditch and backfill over them.

Regarding the damage to the crop which was harvested this past season, it is very hard to determine whether there was any actual damage or not and if so, to what extent. Frequently during the past season, I observed the crop from early spring until harvest time. At no time could I observe any difference in the crop in the areas in question than in other areas. I would recommend that further proof be obtained of damage to the crop before any damage be paid.

NOTED
FORREST COOPER

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM

FORM E-30X—50M—2-59—18180

## OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 23, 1959

[illegible]

SUBJECT: Valley Junction-Wallace Bridge
Salmon River Highway
Contract No. 5050

To: Mr. J. D. Walker
Division Engineer
State Highway Department
Salem, Oregon

Herewith a further communication from Mr. Walter H. Bell dealing with the alleged damage to Mr. Huber Ray's 1959 crop as a result of a drainage problem.

Will you please investigate the matters dealt with in Mr. Bell's letter and check the effectiveness of the corrective action which has been taken prior to this time.

Give us a good status report on this matter because I am sure we will have to refer this to the Legal Department for settlement and they will require a complete picture for their subsequent discussions with Mr. Bell.

Tom Edwards
Construction Engineer

By

L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

cc Forrest Cooper

RECEIVED
NOV 23 1959
OFFICE OF
STATE HIGHWAY ENGINEER

~~WALTER H. BELL~~
WILLIAM M. GEHLEN

SE RETURN TO
FORREST COOPER

PHONE RO 9-2147

**Bell & Gehlen**
ATTORNEYS-AT-LAW
STAYTON, OREGON

November 16, 1959

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

We previously had correspondence relative to the Huber Ray property at Valley Junction -Wallace Bridge Section of the Salmon River Highway.

The loss is now determined on the 1959 crop as there was approximately four acres of grain that only had an approximation of a half of a crop thereon making a loss of 3 tons of grain valued at $50.00 per ton, making a loss in dollars and cents of $150.00 upon which demand is made for.

The resultant damage will continue each year until such a time as the condition is remedied and it is my understanding that when Mr. Ray was over there with you folks that they thought the matter could be alleviated and sometime thereafter, someone dug down and found the tile line but they haven't opened up the drainage area from the whole field as yet and which would stop any further damage if it were finished and taken care of.

Thank you kindly for the consideration you have given to the matters. contained herein.

Very truly yours,

BELL & GEHLEN

Walter H. Bell

Walter H. Bell

Edw: Let's see if we can get
this old dog put to sleep.

WHB:js

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OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
NOV 18 1959
OREGON
STATE HIGHWAY COMMISSION

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DEC - 9 1959

FOR FILING

December 8, 1959

American Casualty Co.,
Washington St. at Madison
Reading, Pa.

Gentlemen:

You are hereby notified that a post-final payment will be made to A. L. Harding, Inc., on contract #5050 for grading the Valley Jct.-Wallace Bridge Unit of the Valley Jct.-Sheridan Section of the Salmon River Highway in Polk County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $145,240.65, including the post-final payment of $391.75. Of the total, $4,912.27 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: American Casualty Co.,
Homer H. Smith Ins. Agency
324 North Church St.,
Salem, Oregon

RECEIVED
OCT 20 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

October 16, 1959

F [illegible]

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 5050 | 11 Final | A. L. Harding Inc. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 24863 | 65953 | $4,351.69 | 10-12-59 |

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion date: 140 workdays from September 26, 1957

Time Extensions: None of record

Completion Date: June 26, 1959

Date Accepted: September 24, 1959

Penalties: None of record

Claims: None of record

Remarks:

---

Date: October 19, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT 19 1959
GRu

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SEP 16 1959
FOR FILING
F-300(NS)

5050

September 15, 1959

American Casualty Company
607 Washington Street
Reading, Pa.

Gentlemen:

State Highway contract #5050 for grading the Valley Jct.-Wallace Bridge Unit of the Valley Jct.-Sheridan Section of the Salmon River Highway in Polk County was completed by the contractor, A. L. Harding, Inc., on June 26, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $4,351.69 will be released to the contractor after acceptance by the Commission. The total contract amount is $144,848.90, of which amount $4,860.22 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: American Casualty Co.,
Homer H. Smith Ins. Agency
324 North Church St.,
Salem, Oregon

RECEIVED
AUG 4 - 1959
FOR FILING

FORM [illegible]

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

F-[illegible]

5050

July 31, 1959

Longview, Portland & Northern
Railway Company
Longview, Washington

Attention: J. H. Mortisen
President

Files 26205, L-2850, 26215 & 26216
Valley Junction-Sheridan Section
Salmon River Highway
Longview, Portland & Northern
Railway Company

Dear Mr. Mortisen:

In accordance with the agreement of May 17, 1957, between the State Highway Commission and your company, we have secured and recorded a Bargain and Sale deed from the State Highway Commission to the Railroad, conveying the right of way for the relocated railroad on the Wallace Bridge-Valley Junction of the highway in Polk County. Said property being conveyed is located in DLC Nos. 48 and 49, also in Section 14, Township 6 South, Range 7 West, W. M.

There is also attached, in accordance with said agreement, title insurance policy written by the Title and Trust Company of Portland, insuring the title in the name of the Railroad in the amount of $1,500. This, we believe, completes the transaction and the exchange between the Railroad and the State at this location. Your company's deed to the State was forwarded to us with your letter of June 10, 1959.

Your cooperation has been appreciated, and it has been a pleasure to consummate this transaction with your company.

Very truly yours,

EARL F. SALING
Right of Way Office Manager

EFS:ls
Encls. Deed & policy

cc: J. D. Walker, With deed copy
cc: G. S. Paxson

RECEIVED
AUG 3 - 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-1—(Rev.)—40M—8-58

F-300(13)

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section: Valley Jct.-Wallace Bridge Unit / Valley Jct.-Sheridan Section
For Week Ending: June 26, 1959
Kind of work: Grading
Highway: Salmon River County: Polk
Section prefix: 27-1042
Contractor: A.L.Harding, Inc.
Contract number: 5050
Date of contract: Sept. 16, 1957
Specified work days: 140
Date work started: Aug. 16, 1957
Work days used: 134
Project authorization: $ 223,070.06
Exclusive of engineering: $ 207,207.06
Per cent of time elapsed: 96 %
Estimated cost of completed project, exclusive of engineering: $ 184,248.14
Estimated per cent overrun or underrun: -8 %
Per cent of contract completed, based on estimated cost: 100 %
Engineering authorization: $ 15,862.75
Engineering cost to date $ 20,200, 127 %
Date project was completed: June 26,1959, 19

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | - | - |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor worked Wednesday, Thursday, and Friday on grading, fencing and general cleanup.

All work necessary to the completion of this project was finished Friday afternoon.

CONSTRUCTION DIVISION
RECEIVED
JUN 29 1959
NOTED-- ☐ ☑ ☐ ☐ ☑
CE ACE ACE COE

Noted
M. N. Juve

NOTED
JOHN R. OAKES

NOTED
C. E. PAULSEN

Signed: Ross M. Harris Ross M. Harris
Address: Box 411, McMinnville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 2.96 |  |  |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed | 2.96 |  |  |  |  |
| Total estimated quantities (contract) | 177,300 | 2,620 |  |  |  |
| Total quantities corrected to date | 170,350 | 2,620 |  |  |  |
| Estimated quantities moved or placed to date | 170,350 | 2,620 |  |  |  |
| Average daily quantities | 0 | 0 |  |  |  |
| Average daily quantities necessary to complete project on time | 0 | 0 |  |  |  |
| Number shifts per day | 1 |  |  |  |  |
| Hours per shift | 8 |  |  |  |  |
| Average force on project for week | 5 |  |  |  |  |

|  |  |
|---|---|
| Men | 4 |
| Supervision | 1 |
| Men and trucks under 3 tons |  |
| Men and trucks over 3 tons |  |
| Men and tractors |  |

Equipment used during week: Shovels .........., Power graders 1, Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors ............, Bulldozers ............, Compaction rollers ............, . . . . 1 scraper . . . ............, . . . . ............

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday |  |  |  |
| Monday | clear |  |  |
| Tuesday | cloudy |  |  |
| Wednesday | showers |  |  |
| Thursday | rain |  |  |
| Friday | cloudy |  |  |
| Saturday |  |  |  |

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JUN 11 1959
FOR FILING

F-300(13)

5050

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.5

408 State Highway Bldg.
Salem, Oregon

June 10, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-300(13),
Valley Jct.-Wallace Bridge Section,
Salmon River Highway

Dear Sir:

In view of the Longview, Portland and Northern Railway Company's statement that they do not have sufficient employees to do the work as set out in the agreement dated May 17, 1958, we concur in your request of June 8, 1959, for the Railway Company to do this work by contract.

The above approval is in accordance with Section 3D of the approved State-Railway agreement and Section 7 of PPM 30-3.

Very truly yours,

C. O. Polk
Division Engineer

File
Porter

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F [illegible]

5050

April 22, 1959

1224

Mr. Ray Wallace
25 N. E. 85th Avenue
Portland, Oregon

Dear Sir:

I wish to thank you for your letter of April 14 in which you call our attention to an objectionable drainage situation on your property having its origin in our construction job which laid over the winter.

Investigation showed that our drainage ditch silted up over the winter and permitted water to run down onto the newly constructed road connection. I have been advised by the field that this condition was remedied immediately when it was brought to its attention.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. J. D. Walker

LHY:fp:ae

FORM E-30 80M 11-58 19990

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1959

SUBJECT: Assignment 88-Y
Valley Junction-Wallace Bridge Section
Salmon River Highway
Contract No. 5050

To: Mr. Tom Edwards
Construction Engineer
Department

Attention: Mr. L. H. Young

A field inspection was made of the area mentioned in the Ray Wallace complaint on the subject project. The trouble was determined and immediate steps were taken to alleviate it. Attached is a print of Sheet No. 7 of the plans for the subject section explaining the situation.

A road approach was constructed from the new construction to Mr. Wallace's field on the northerly side of the road, as shown sketched in pencil on the attached print. The original drainage plan was as shown in blue, crossing under the railroad near Railroad Station 128. This drainage then hit a cross ditch parallel with the railroad right of way and flowed southerly to an existing drainage ditch.

During the past winter silt from the railroad cut filled the existing drainage ditch paralleling the right of way to where it was blocked, forcing the water out of the ditch and across the area over which the road approach was constructed, as indicated by the red arrows on the attached print. This softened the road approach to the point where the farmer could not use it as an access to the field.

To remedy this situation a ditch was dug intercepting this overflow water before it got to the road approach, as shown colored in black on the attached sketch, and directing the water to the roadbed ditch paralleling the highway. This immediately drained the area, whereupon the section crew began placing rock in the soft spots of the road approach, which will permit the farmer to use it again.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM

CONSTRUCTION DIVISION
**RECEIVED**
APR 21 1959

NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

REFERRED TO
Cooper
By State Highway Engineer

**PLEASE RETURN TO**
**FORREST COOPER**

should be expedited

Portland Oreg., April 14, 1959.

Oregon State Highway Dept.,
Salem Oregon,
Dear Sirs,

The Oregon State Highway department is building a highway just west of the Wallace bridge on highway 18 through property acquired from me and part of it bisects a field.

At the fill on the north side of the construction towards the north field the ditch to the culvert, apparently, to carry away water has not been completed and the water has backed up causing this area to be impassible. The les-see in trying to move farm machinery to the field got stuck and it was necessary to use a tractor to pull him out. He is very anxious to get onto the land to finish his spring planting and thinks if the ditch were opened up to let the water off he could get through.

It is thought you will take action to have this matter attended to.

Yours very truly,

Ray Wallace
Ray Wallace
25 N.E. 85th Ave.,
Portland, Oreg.

File
Immediate [illegible]

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APR 16 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 15 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 16 1959
FOR FILING

F-300 (12)

5030

April 15, 1959

1212

Mr. Walter H. Bell
Bell and Gealen
Attorneys at Law
Stayton, Oregon

Dear Mr. Bell;

Reference is made to your letter of April 7 regarding anticipated crop damage on the Huber Ray property located at Valley Junction.

Please be advised that we cannot pay damages which are only anticipated. If the damage anticipated by Mr. Ray occurs, we will have our Legal Division confer with you and appraise the damage and make a settlement if such is indicated.

Please address further correspondance concerning this matter to Mr. Leonard I. Lindas, Chief Counsel.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to; Mr. Huber Ray
P. O. Box 115
Stayton, Oregon

Mr. Forrest Cooper
Mr. Tom Edwards
Mr. J. D. Walker
Mr. Leonard I. Lindas

RO 9-2147
[redacted]

WALTER H. BELL
WILLIAM M. GEHLEN

BELL & GEHLEN
*Attorneys-at-Law*
STAYTON, ORE.

April 7, 1959

PLEASE RETURN TO
FORREST COOPER

State Highway Department
Salem, Oregon

Re: Huber Ray on Valley Junction

Att: Mr. W. C. Williams

Gentlemen:

Mr. Ray informs me that your proposal will stop any further damage and he feels that damage to the crop this year will run to approximately $405.00 which he would expect reimbursement on.

Very truly yours,

BELL & GEHLEN

Walter H. Bell
Walter H. Bell

WHB:jh

File
Rel-1

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OFFICE OF
STATE HIGHWAY ENGINEER

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APR 8 1959
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

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5050

March 26, 1959

Mr. Walter H. Bell
Bell and Gehlen
Attorneys at Law
Stayton, Oregon

Dear Mr. Bell:

Another field inspection has been made into the drainage situation adjoining the property of your client, Mr. Huber Ray, on the Valley Junction-Wallace Bridge Section of the Salmon River Highway. This investigation, made on March 18, included an on-the-spot check of the problem with Mr. Ray.

The field through which we have constructed the relocated highway is drained by a system of underground tile. Two of these drains apparently emptied into a culvert across the old highway at Station 64+67. The construction of the new highway necessitated the extension of the aforementioned cross culvert. During the extension work, one of the outfall drain tiles was encountered. Mr. Ray stated that during the time the pipe was being extended, he contacted the contractor and informed him that his drains needed adjustment. The need for the necessary adjustment was not brought to the attention of State Highway employees and the contractor neglected to revamp Mr. Ray's outfall system.

During the extension of this cross culvert, the contractor apparently plugged two of Mr. Ray's outfall pipes. On October 30, 1958, our engineering crew, while inspecting the project, discovered one of the drains and unplugged it. They did not find the second drain which should be emptying into this area.

As a result of this meeting, our resident engineer has been instructed to contact the County Agent who laid out the drain system and determine the location of the remaining tile in this area. As soon after as possible, we will take the necessary steps to hook up Mr. Ray's drain fields.

We are indeed sorry that your first letter outlining the situation was misunderstood. We hope that we now have a clear understanding of the entire situation and that our plan, as listed above, is satisfactory.

Very truly yours,

W. C. Williams
State Highway Engineer

LHY:fp:ae

cc to: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. J. D. Walker

FORM E-90 80M 11-56 15890

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1959

SUBJECT: Assignment No. 80-Y
Valley Junction-Wallace Bridge Section
Salmon River Highway
Contract No. 5050

To: Mr. Tom Edwards
Construction Engineer
Office

On March 18 Mr. Harris and myself met with Mr. Huber Ray regarding his complaint about the drainage on his property on the subject project. The complaint concerned underground field drains rather than the blocking of surface water as we first thought.

According to Mr. Ray, the field through which we have constructed the relocated highway is drained by a system of underground tile. Two of these tile apparently emptied into the culvert across the old highway at Station 64+67. During the construction of the subject section, this culvert had to be extended. During this extension work, one drain tile was encountered. Mr. Ray stated he talked with the contractor when he was extending this pipe and mentioned the field drains emptying into this area. According to Mr. Ray, he could get no satisfaction out of the contractor regarding the taking care of these drains. This was never brought to the attention of any of the State employees.

At that time evidently two of the field drains were plugged. On October 30, 1958, our engineering crew was inspecting this project for drainage and unplugged one of the drain tile in this location. This drain tile was discovered by water bubbling up in this area. No other drain tile was discovered but according to Mr. Ray there is another which should empty into this area, and according to the lay of the land it seems very reasonable there is another tile. Our Resident Engineer has been instructed to contact the County Agent who laid out this drain system, to determine the location of the remaining tile in this area. When this is determined and the ground dries out sufficiently that the work can be performed, we will extend a ditch from the inlet of the culvert across our road easterly to intercept the drain tile coming from Mr. Ray's field.

Mr. Ray stated all he wanted was for the drain fields to be put back in operation, which should be accomplished by the above-mentioned plan, and to be reimbursed for the damage to the coming year's crop which was done by the blocking of the drainage system. If the crop has been damaged by the blocking of these tiles, I believe Mr. Ray should be reimbursed for this damage. The amount of the damage can not be ascertained at this time. I

CONSTRUCTION DIVISION
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would recommend this matter be held over until harvest time to determine the extent of the damage done.

Attached is a print of a portion of Sheet No. 3 of the plans for the subject project showing in red the approximate location of the drain tiles. The one noted "end exposed" is the one that was unplugged by the engineering crew. The other, which angles easterly, is the one that Mr. Ray said had also been plugged. Its position is only approximate, as Mr. Ray did not know its exact location.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

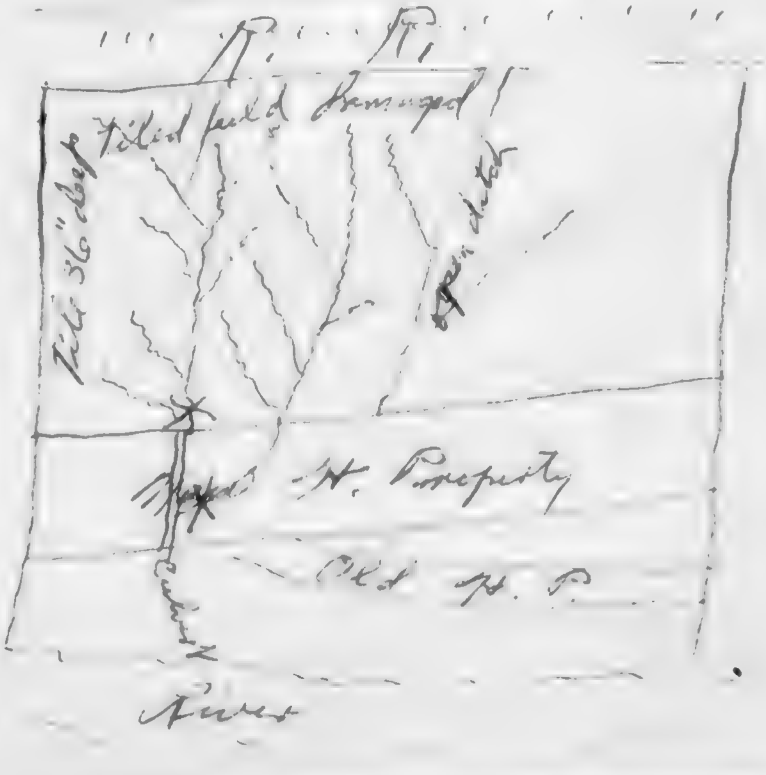
RDA:AM
cc Mr. Ross Harris

Freida Kay property on Salmon River Highway
East of Valley Junction

The construction on new highway right of way has damaged our tiled field North of the highway to the point that there is no drainage at all and the water has backed up in to the field and caused loss of grain crop in this field.

The reason for this damage, was due to damage from the Main tile outlet, which was broken during construction at one point & at another it has been completely covered over & has no outlet into the Existing Culvert, which was about the center of the right of way property. The contractor was informed of this tile damage at the time of the new construction. We were informed by him that this was not his responsibility

X - Damaged drain caused water to stand on field



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March 3, 1959

1140

Mr. Walter H. Bell
Bell and Gehlen
Attorneys at Law
Stayton, Oregon

Dear Sir:

I have had a field inspection made into the drainage situation on the Valley Junction-Wallace Bridge Section of the Salmon River Highway which was outlined in your letter of February 6. It is presumed that you are referring to the property lying northerly of the new construction inasmuch as that property lying southerly of the new construction merely continues the drainage pattern which existed prior to this work.

The field investigation has shown that we have constructed adequate ditches along the northerly side of the highway to handle the drainage situation of your client, Mr. Huber Hay. Our drainage ditches, which were constructed in connection with the highway at this point, are on a good grade and are built with adequate freeboard so as to handle the volume of water flowing from the Huber Hay property. Observation of the property has shown that the water flowing onto the highway right of way is handled expeditiously and the ditches flow freely to the south side of the new grade. At this point, the existing ditch along the southerly side of Mr. Hay's property is grown up in brush and should be cleaned and deepened to expedite the getaway of the water. In this connection, we requested permission to enter the Hay property to clean the ditch between the culverts under the new grade and the old highway, but no such permission has been received to date. Although no backing up of water has occurred off highway right of way due to this, the cleaning of this ditch would certainly benefit both Mr. Hay and his neighbor to the south.

We have created no berms or other obstructions to prevent normal drainage from the Hay property onto the highway right of way. It has been noted, however, that there is water standing in low areas on the Hay property. This field does not appear to have been ditched or any attempt made to drain away the surface water.

In view of the foregoing, it appears that our construction has in no way adversely affected the surface drainage of the balance of the Ray property and we must, therefore, disclaim any responsibility.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Huber Ray
P. O. Box 115
Stayton, Oregon

Mr. Forrest Cooper
Mr. Tom Edwards
Mr. J. D. Walker

FORM 230—50M—10-54—79488

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
FEB 20 [illegible]
OFFICE OF
DIVISION ENGINEER

Mc Minnville, Oregon
Feb. 19, 1959

SUBJECT: Huber Ray property
Valley Jct.-Wallace Bridge Sect.
Salmon River Highway

To: J.D.Walker
Division Engineer

I have investigated the drainage complaint of Huber Ray owner of property on the Valley Junction-Wallace Bridge Section on the Salmon River Highway.

Concerning drainage in the immediate area,our northerly ditch line is 125 feet from the right of way and the minimum amount of fall from the field to the bottom of the ditch is 1.3 feet and the maximum is 3.5 feet. There are no berms of other obstructions to prevent normal drainage from this area into the roadside ditch.

There are two,four foot bottom ditches coming from the north crossing the Ray property, both have considerable fall and were flowing freely at this time. The ditch opposite station 68 had 1.8 feet of free-board and the one opposite station 74 had 2.2 feet.

Concerning the field itself there was water standing in the low areas from the current rains.The field didnIt appear to have been ditched or any attempt been made to drain away this surface water.

In periods of extreme high water there might be some flooding in the vicinity of station 74 but would be of only a few hours duration at most.Our construction has in no way adversely affected the surface drainage of the balance of the property. The problem of cleaning out the ditch at station 74 and securing faster runoff has been investigated and will be taken care of as soon as details can be worked out.

It is my conclusion that we are not responsible for any damage to the current crop and cleaning out the afore mentioned ditch will eliminate any drainage problems in the future.

Ross M. Harris

Ross M. Harris
Resident Engineer
Box 411,Mc Minnville

**Walter H. Bell**
**William M. Gehlen**

PHONE 2384

**BELL & GEHLEN**
ATTORNEYS-AT-LAW
STAYTON, OREGON

February 6, 1959

PLEASE RETURN TO
FORREST COOPER

REFERRED TO
Cooper
State Highway Engineer

State Highway Department
Salem, Oregon

Gentlemen:

This office represents Huber Ray of P. O. Box 115 Stayton, Oregon who is the owner of property in the Fort Hill section on your new alignment along the Salmon River Highway.

You purchased some property from him when you obtained the right of way, but your road construction has caused a flooding of a nine acre field which has drowned out the 1959 crop and hence we desire restitution for damages caused, together with something to be done to stop any further damage thereon.

Thanks a lot.

Very truly yours,

BELL & GEHLEN

Walter H. Bell
Walter H. Bell

WHB:jh

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FEB 9 1959
OREGON
STATE HIGHWAY COMMISSION

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FEB - 9 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

F-300(13)

5050

Salem, Oregon
December 16, 1958

Mr. Charles Peterson
Chief, Trial Section
OFFICE

State of Oregon
v.
John Breeden, et al
Your File No. L-2850
Valley Junction-Sheridan Sec.
Salmon River Highway

I am attaching a copy of a report made by Assistant Division Engineer Asburry and a sketch map regarding drainage on the Breeden property located on the above section of highway. Analysis of this report does not indicate that we have actually worsened the condition prevailing before construction of the highway.

In any event, it is believed that resolving of this matter depends upon the representations which were made in court during the condemnation proceedings.

Forrest Cooper
Deputy State Highway Engineer

Attach.

cc Mr. Tom Edwards
Mr. J. D. Walker

LHY:fp fn

[illegible]

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11, 1958

SUBJECT: Assignment No. 488-E
State of Oregon
v.
John Breeden, et al.
Case No. 14145
File L-2850, R-26205
Valley Junction-Sheridan Section
Salmon River Highway

To

Mr. Tom Edwards
Construction Engineer
Office

Attached is a sketch map showing in blue the drainage system along the new construction across the Breeden property. The general slope of the Breeden property from the railroad track to the old highway is in a southerly direction, which leads all the surface water to the southeasterly portion of the Breeden property which is the area in question.

In the construction of the subject project, the drain ditch was constructed on the left or northerly side of the highway throughout the entire length of the Breeden property. This intercepts all of the surface water from the northerly side of the highway. The gradient of this drainage ditch is broken at Station 79+00 so that the water from the westerly line of the Breeden property to Station 79+00 will drain to the west and flows into a drainage ditch which was in existence prior to the construction of the highway. The water from Station 79+00 to Station 82 is collected and carried under the highway at Station 81+84.

Another ditch was constructed on the right or southerly side of the highway from the westerly line of the Breeden property to Station 79+00. This ditch drains to the west and empties into the above-mentioned ditch which was in existence prior to the construction of the highway. The water which is collected between Stations 79+00 and 81+84 after passing under the highway flows southwesterly along a private road to the southeasterly portion of the Breeden property. This flow crosses an existing 8-inch tile approximately 100 feet outside our right of way. At the request of Mr. Breeden our field crew opened a hole in this 8-inch tile so that what water that could be carried by the 8-inch tile would empty into it and be carried across a private road, emptying into a 10-inch drain tile which follows along the easterly side of the private road.

Only one drain tile was encountered on the Breeden property during the construction of the highway--that was at approximate Station 74+45. This tile now drains into the drain ditches constructed along the highway, subsequently westerly to the established ditch.

The surface water between Station 75 and Station 79, which previously drained in a southerly direction to the trouble spot, is now diverted to the existing ditch on the westerly side of the field, which bypasses the water around the trouble area. The water collected between Stations 79+00 and 81+84 is concentrated and deposited off the right of way at one location. By the slope of the surrounding area, it would seem that this water would have been concentrated by the time it reached the trouble area if the road had not been constructed.

The solution as mentioned in Mr. Cushing's letter of installing a new tile from our cross culvert at Station 81+84 to the 8-inch tile which crosses the private road approximately 100 feet southerly of the right of way does not seem practical. The 8-inch tile would not carry the quantity of water necessary to keep any from flowing on to the south side to the trouble area.

As this matter has been handled by the Legal Department, we have not contacted Mr. Breeden regarding it, thinking it better to present the facts to the Legal Department for their information. I have talked to Mr. Peterson regarding this. He believes that this matter was brought up at the time this case was tried and were issues of fact fairly placed before the jury and by that body considered in the making of their award. I believe Mr. Peterson is getting a transcript of the testimony presented at this trial to see if he is right in this thinking.

No recommendations are being made from this office toward the changing of the drainage in this area, as we do not believe we have damaged the surrounding property by the drainage system constructed.

J. D. Walker
Division Engineer

By

R. D. Asburry
Assistant Division Engineer

RDA:AM

FORM E-30 25M 9-51 52316

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem

November 21, 1958

**SUBJECT:** State of Oregon
v.
John Breeden, et al.
Case No. 14145
Our file L-2850, R-26205
Valley Junction-Sheridan Section
Salmon River Highway

To: Mr. Forrest Cooper
Deputy State Highway Engineer

Office

Herewith two photo copies of letter of attorneys for John Breeden together with two copies of our reply thereto. The property involved is on the Valley Junction-Sheridan Section of the Salmon River Highway in Polk County. It appears that the part of Breeden's property alluded to in his letter is between Engineer stations 75 and about 82+40. I believe Ross Harris is the Resident Engineer in charge. May we have, as soon as may be, a factual description of the conditions complained of, with perhaps a sketch map to assist?

You may wish to alert your resident engineer to avoid any commitments, admissions of fault, or the like, in any contact he may have with the owners.

Charlie Peterson
CHARLES PETERSON
Chief, Trial Section

CP:ap:ma

enc.

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NOV 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

MARSH, MARSH, & [illegible]

FIRST NATIONAL BANK BLDG.
McMINNVILLE, OREGON
TELEPHONE [illegible]

EUGENE E. MARSH
FRANCIS E. MARSH
Wm. H. DASHNEY
WILLARD L. CUSHING

RECEIVED
NOV [illegible] 1958
LEGAL DEPT.

November 20, 1958

Mr. Charles Peterson
Staff Attorney
State Highway Commission
Salem, Oregon

Re: State of Oregon vs. John Breeden, et al
Your File No. R-26205 - Breeden

Dear Sir:

You will recall that we tried the above case in Dallas on April 24, 1958, and during the trial there was considerable testimony regarding the matter of drainage of the field in front of Mr. Breeden's house and possible work that may have to be done in the event the new highway affected the drainage of that field, since there has already been field tile installed the full length of the field.

Mr. Breeden called at my office today and advised me that he is having considerable difficulty with the drainage of that field since the ditches on each side of the new highway are collecting the water and depositing it at the east end of his property along the private road which forms the easterly boundary. The construction of the new highway apparently disrupted drainage through the field tile which also increases the problem.

The surfacr water is now running along the west side of the private road in large quantities and stands at the south end of the field and is not properly drained off. This problem could be solved by installing new tile from the end of the tile installed under the new highway that lies along-side the west side of the private road. It would take approximately 100 feet of tile which could be tied in to the existing field tile that runs through the field and across the private road approximately 100 feet south of the right of way and then runs

EUGENE E. MARSH
FRANCIS E. MARSH
WM. H. DASHNEY
EDWARD L. CLARK, JR.
WILLARD L. CUSHING

November 19, 1958

Page 2.

Mr. Charles Peterson
Staff Attorney
State Highway Commission

south along the east side of the private road and empties into a 12 inch tile at the south end of the Breeden property.

This problem did not exist prior to the construction of the new highway so we feel certain that it results entirely from this construction. The problem and the proposed solution have been pointed out to the engineer in charge of the area and we would appreciate your contacting him and in turn, have him contact Mr. Breeden at the earliest possible date.

Very truly yours,

MARSH, MARSH & DASHNEY

Willard L. Cushing

WLC/mb

Contract. 505

A

| | | |
|---|---|---|
| Monthly transaction number<br>RECEIVED<br>OCT 2 1958 | PR-2A U.S. DEPARTMENT OF COMMER<br>(5-31-57) BUREAU OF PUBLIC ROADS | State<br>Oregon |
| Project report number<br>FOR FILING<br>F 300 10(13) | MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT | County<br>Polk |
| | | Project number<br>F-300(13) |

5050

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **July 18**, 19**58**, is hereby modified as follows:

| | |
|---|---|
| xxxxxxxestimated total cost of project | $ 530,597.00 |
| xxxxxxxFederal funds | $ 328,100.00 |

Other revisions

To include July 2, 1957 as effective date of authorization of preliminary engineering inadvertently omitted from original project agreement dated July 18, 1958.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **2** day of **October**, 19**58**.

**OREGON STATE HIGHWAY COMMISSION**
(Official name of Highway Department)

By

**State Highway Engineer**
(Title)

By ____________________

____________________
(Title)

By ____________________

____________________
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By G. Polk
**C. G. Polk**
Division Engineer

USComm-DC 11170

RECEIVED
JUL 21 1958
FOR FILING

| | | |
|---|---|---|
| Monthly Transaction No.<br>7-73 | For -2<br>(9-12-57)<br>U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | te<br>Oregon |
| Project Report No.<br>F 300(13) | **FEDERAL-AID PROJECT AGREEMENT** | County<br>Polk |
| | | Project No.<br>F-300(13) |

5056 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

**Valley Junction-Wallace Bridge Section - from approximately 3 miles west of Junction with FA 47 to Junction with FA 47 on State Highway No. 39.**

| Project classification or class of work | Effective date of authorization | Approximate length (*Miles*) |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | | |
| Rights-of-Way | | |
| Construction | 7-2-57 | 3.071 |
| Other (*Specify*) | | |

FUNDS

| Estimated total cost of project | Federal funds |
|---|---|
| $ 530,597.00 | $ 328,100.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By ______________________

State Highway Engineer
(title)

By ______________________

(title)

By ______________________

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer July 18, 1958

USComm-DC 40257

Oregon State Highway Department

Federal Aid
Project No. F-300(13)

## VALLEY JUNCTION-WALLACE BRIDGE UNIT OF THE SALMON RIVER HIGHWAY IN POLK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon May 1, 1958

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 6,000.00 |

Type Code 0010
Roadway (Sta. 61+01.4 to Sta. 223+00)(Contract No. 5050)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | | 3,000.00 |
| Drainage Excavation, Unclassified | 2,400 | cu.yds. | 2.00 | 4,800.00 |
| General Excavation, Unclassified | 177,300 | cu.yds. | .43 | 76,239.00 |
| Short Overhaul | 819,000 | yd.sta. | .01 | 8,190.00 |
| Long Overhaul | 26,300 | C-yd.sta. | .25 | 6,575.00 |
| Finishing Roadbed and Slopes | 2.96 | miles | 500.00 | 1,480.00 |
| Rounding Cut-banks | 5,700 | lin.ft. | .15 | 855.00 |
| 22-inch Arch Type Corrugated Metal Pipe | 200 | lin.ft. | 4.90 | 980.00 |
| 43-inch Arch Type Corrugated Metal Pipe | 80 | lin.ft. | 12.40 | 992.00 |
| 50-inch Arch Type Corrugated Metal Pipe | 100 | lin.ft. | 14.40 | 1,440.00 |
| 6-inch Perforated Metal Drain Pipe | 690 | lin.ft. | 1.65 | 1,138.50 |
| 8-inch Perforated Metal Drain Pipe | 800 | lin.ft. | 2.00 | 1,600.00 |
| 12-inch Concrete Pipe | 1,400 | lin.ft. | 2.00 | 2,800.00 |
| 18-inch Concrete Pipe | 1,300 | lin.ft. | 3.30 | 4,290.00 |
| 24-inch Concrete Pipe | 360 | lin.ft. | 4.85 | 1,746.00 |
| 30-inch Concrete Pipe | 290 | lin.ft. | 6.25 | 1,812.50 |
| 48-inch Concrete Pipe | 170 | lin.ft. | 12.25 | 2,082.50 |
| 60-inch Concrete Pipe | 190 | lin.ft. | 20.50 | 3,895.00 |
| Special Backfill in Drains | 240 | cu.yds. | 4.75 | 1,140.00 |
| Class "A" Concrete | 20 | cu.yds. | 65.00 | 1,300.00 |
| Metal Reinforcement | 2,100 | lbs. | .15 | 315.00 |
| 1½-inch Electrical Conduit | 400 | lin.ft. | 1.50 | 600.00 |
| Type 2 Fence | 1,780 | rods | 4.50 | 8,010.00 |
| 14' x 48" Metal Gates | 18 | only | 65.00 | 1,170.00 |
| 20' x 48" Metal Gates | 4 | only | 100.00 | 400.00 |
| Coarse Crushed Material in Base | 2,200 | cu.yds. | 2.40 | 5,280.00 |
| 3/4" - 0 Material in Base | 420 | cu.yds. | 2.70 | 1,134.00 |
| Railroad Ballast | 2,300 | cu.yds. | 2.70 | 6,210.00 |
| Sprinkling | 160 | M-gals. | 3.00 | 480.00 |
| | | | | $149,954.50 |

| | | | |
|---|---|---|---|
| Flagging (57½% of Contractor's Cost) | All Required | $ | $ 2,000.00 |
| Work by Portland General Electric Co. | All Required | | 1,677.00 |
| Work Performed by Longview, Portland & Northern Railroad Co. | All Required | | 20,138.00 |
| Work by Bonneville Power Administration | All Required | | 4,800.00 |
| Seeding and Mulching | All Required | | 4,900.00 |
| Work by Northwest Telephone Co. | All Required | | 3,190.00 |
| | Subtotal | | $186,659.50 |
| | 10% Engr. & Cont. | | 18,665.95 |
| | Total | | $205,325.45 |

ALTERNATE "B"

Type Code X431
South Yamhill River Bridge (Sta. 214+91.18 to Sta. 219+07)(Contract No. 5108)

| | | | | |
|---|---|---|---|---|
| Structural Excavation | 480 | cu. yds. | $12.00 | $ 5,760.00 |
| Furnish 12" BP 53# Steel Piling | 224 | lin. ft. | 5.50 | 1,232.00 |
| Drive Steel Piles | 8 | only | 100.00 | 800.00 |
| Class "A" Concrete | 1,030 | cu. yds. | 62.00 | 63,860.00 |
| Metal Reinforcement | 189,500 | lbs. | 0.125 | 23,687.50 |
| Structural Steel | All | Required | | 125,000.00 |
| 8-inch Metal Drain Pipe | 125 | lin. ft. | 3.00 | 375.00 |
| 8-inch Perforated Metal Drain Pipe | 120 | lin. ft. | 3.00 | 360.00 |
| | Alternate "B" | | | $221,074.50 |

Type Code X221
Wallace Bridge Overcrossing (Sta. 220+88.77 to Sta. 223+40.77)(Contract No. 5108)

| | | | | |
|---|---|---|---|---|
| Structural Excavation | 475 | cu. yds. | $6.00 | $ 2,850.00 |
| Furnish 10" BP 42# Steel Piling | 445 | lin. ft. | 4.50 | 2,002.50 |
| Drive Steel Piles | 15 | only | 70.00 | 1,050.00 |
| Class "A" Concrete | 643 | cu. yds. | 65.00 | 41,795.00 |
| Metal Reinforcement | 145,000 | lbs. | 0.145 | 21,025.00 |
| 8-inch Metal Drain Pipe | 150 | lin. ft. | 3.00 | 450.00 |
| | | | | $ 69,172.50 |

| | | |
|---|---|---|
| (Using Alternate "B") | Subtotal | $290,247.00 |
| | 10% Engr. & Cont. | 29,024.70 |
| | Total | $319,271.70 |

| | |
|---|---|
| Length of Roadway - - - - - - - - - - - - | 2.943 Miles |
| Length of 2 Structures- - - - - - - - - | 0.126 Mile |
| Total Length- - - - - - - - - - - - - - | 3.069 Miles |
| Cost of Roadway Per Mile- - - - - - - - | $69,767.39 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 6,000.00 | $ 3,600.00 | $ 2,400.00 |
| Roadway | 205,325.45 | 127,000.00 | 78,325.45 |
| Structures* | 319,271.70 | 197,500.00 | 121,771.70 |
| | $530,597.15 | $328,100.00 | $202,497.15 |

* Using Alternate "B"

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

## VALLEY JUNCTION-WALLACE BRIDGE UNIT

## PROJECT NO. F-300(13)

(Summary of work to be performed by Portland General Electric Co.)

| | | |
|---|---|---|
| Labor | $1,114.38 | |
| Material | 1,718.23 | |
| Equipment | 221.61 | |
| Salvage | 731.50 | Cr. |
| Depreciation. | 605.08 | Cr. |
| Improvement | 58.28 | Cr. |
| | $1,677.36 | |
| Use | $1,677.00 | |

(Summary of work to be done by Longview, Portland and Northern RR Co.)

| | |
|---|---|
| Material | $ 8,039.99 |
| Labor | 10,598.55 |
| Engineering | 1,500.00 |
| | $20,138.54 |
| Use | $20,138.00 |

(Summary of work to be done by the Bonneville Power Administration)

| | | |
|---|---|---|
| Labor | $ 3,160.00 | |
| Materials | 1,660.00 | |
| Equipment | 380.00 | |
| Salvage | 400.00 | Cr. |
| | $ 4,800.00 | |

| | | |
|---|---|---|
| Use | $4,800.00 | |

(Summary of Work to be done by the Northwest Telephone Co.)

| | | |
|---|---|---|
| Labor | $1,002.19 | |
| Materials | 1,614.29 | |
| Equipment | 374.00 | |
| Less Depreciation and Salvage | 372.52 | Cr. |
| | $3,190.48 | |
| Use | $3,190.00 | |

Oregon State Highway Department

Federal Aid
Project No. F-300(13)

## VALLEY JUNCTION-WALLACE BRIDGE UNIT OF THE SALMON RIVER HIGHWAY IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 27, 1957

Type Code P.E.

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All | Required | | $ 6,000.00 |

Type Code 0010
Roadway (Sta. 61+01.4 to Sta. 223+00)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | | $ 7,500.00 |
| Drainage Excavation, Unclassified | 2,400 | cu. yds. | $2.75 | 6,600.00 |
| General Excavation, Unclassified | 177,300 | cu. yds. | 0.45 | 79,785.00 |
| Short Overhaul | 819,000 | yd. sta. | 0.015 | 12,285.00 |
| Long Overhaul | 26,300 | C-yd. sta. | 0.40 | 10,520.00 |
| Finishing Roadbed and Slopes | 2.96 | miles | 1,000.00 | 2,960.00 |
| Rounding Cutbanks | 5,700 | lin. ft. | 0.20 | 1,140.00 |
| 22 Inch Arch Type Corrugated Metal Pipe | 200 | lin. ft. | 5.00 | 1,000.00 |
| 43 Inch Arch Type Corrugated Metal Pipe | 80 | lin. ft. | 15.00 | 1,200.00 |
| 50 Inch Arch Type Corrugated Metal Pipe | 100 | lin. ft. | 23.00 | 2,300.00 |
| 6 Inch Perforated Metal Drain Pipe | 690 | lin. ft. | 2.00 | 1,380.00 |
| 8 Inch Perforated Metal Drain Pipe | 800 | lin. ft. | 2.50 | 2,000.00 |
| 12 Inch Concrete Pipe | 1,400 | lin. ft. | 2.50 | 3,500.00 |
| 18 Inch Concrete Pipe | 1,300 | lin. ft. | 4.50 | 5,850.00 |
| 24 Inch Concrete Pipe | 360 | lin. ft. | 6.00 | 2,160.00 |
| 30 Inch Concrete Pipe | 290 | lin. ft. | 7.50 | 2,175.00 |
| 48 Inch Concrete Pipe | 170 | lin. ft. | 14.00 | 2,380.00 |
| 60 Inch Concrete Pipe | 190 | lin. ft. | 23.00 | 4,370.00 |
| Special Backfill in Drains | 240 | cu. yds. | 6.00 | 1,440.00 |
| Class "A" Concrete | 20 | cu. yds. | 55.00 | 1,100.00 |
| Metal Reinforcement | 2,100 | lbs. | 0.15 | 315.00 |
| 1¼ Inch Electrical Conduit | 400 | lin. ft. | 1.50 | 600.00 |
| Type 2 Fence | 1,780 | rods | 4.50 | 8,010.00 |
| 14' x 48" Metal Gates | 18 | only | 75.00 | 1,350.00 |
| 20' x 48" Metal Gates | 4 | only | 100.00 | 400.00 |
| Coarse Crushed Material in Base | 2,200 | cu. yds. | 2.50 | 5,500.00 |
| 3/4" - 0 Material in Base | 420 | cu. yds. | 2.75 | 1,155.00 |
| Railroad Ballast | 2,300 | cu. yds. | 2.50 | 5,750.00 |
| Sprinkling | 160 | M-gal. | 3.00 | 480.00 |
| | | | | $175,205.00 |

| | | |
|---|---|---|
| Flagging (57½% of Contractor's Cost) | All Required | $ 2,000.00 |
| Adjustment of Utilities and Transmission Lines | All Required | 8,400.00 |
| Work Performed by Longview, Portland & Northern Railroad Co. | All Required | 29,000.00 |
| | Subtotal | $214,605.00 |
| | 10% Engr. & Cont. | 21,460.50 |
| | Total | $236,065.50 |

| | |
|---|---|
| Length of Roadway | 2.960 Miles |
| Length of 2 Structures | 0.101 Mile |
| Total Length | 3.061 Miles |
| Cost of Roadway per Mile | $79,751.85 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 6,000.00 | $ 3,600.00 | $ 2,400.00 |
| Roadway | 236,065.50 | 146,100.00 | 89,965.50 |
| | $242,065.50 | $149,700.00 | $92,365.50 |

Oregon State Highway Department

Federal Aid
Project No. F-300(13)

## VALLEY JUNCTION-WALLACE BRIDGE UNIT OF THE SALMON RIVER HIGHWAY IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 31, 1957

| | | | | |
|---|---|---|---|---|
| Type Code P.E.<br>Preliminary Engineering | All Required | | $ | $ 6,000.00 |

Type Code 0010
Roadway (Sta. 61+01.4 to Sta. 223+00)(Contract No. 5050)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | $ | $ 3,000.00 |
| Drainage Excavation, Unclassified | 2,400 | cu. yds. | 2.00 | 4,800.00 |
| General Excavation, Unclassified | 177,300 | cu. yds. | 0.43 | 76,239.00 |
| Short Overhaul | 819,000 | yd. sta. | 0.01 | 8,190.00 |
| Long Overhaul | 26,300 | C-yd.sta. | 0.25 | 6,575.00 |
| Finishing Roadbed and Slopes | 2.96 | miles | 500.00 | 1,480.00 |
| Rounding Cutbanks | 5,700 | lin. ft. | 0.15 | 855.00 |
| 22-inch Arch Type Corrugated Metal Pipe | 200 | lin. ft. | 4.90 | 980.00 |
| 43-inch Arch Type Corrugated Metal Pipe | 80 | lin. ft. | 12.40 | 992.00 |
| 50-inch Arch Type Corrugated Metal Pipe | 100 | lin. ft. | 14.40 | 1,440.00 |
| 6-inch Perforated Metal Drain Pipe | 690 | lin. ft. | 1.65 | 1,138.50 |
| 8-inch Perforated Metal Drain Pipe | 800 | lin. ft. | 2.00 | 1,600.00 |
| 12-inch Concrete Pipe | 1,400 | lin. ft. | 2.00 | 2,800.00 |
| 18-inch Concrete Pipe | 1,300 | lin. ft. | 3.30 | 4,290.00 |
| 24-inch Concrete Pipe | 360 | lin. ft. | 4.85 | 1,746.00 |
| 30-inch Concrete Pipe | 290 | lin. ft. | 6.25 | 1,812.50 |
| 48-inch Concrete Pipe | 170 | lin. ft. | 12.25 | 2,082.50 |
| 60-inch Concrete Pipe | 190 | lin. ft. | 20.50 | 3,895.00 |
| Special Backfill in Drains | 240 | cu. yds. | 4.75 | 1,140.00 |
| Class "A" Concrete | 20 | cu. yds. | 65.00 | 1,300.00 |
| Metal Reinforcement | 2,100 | lbs. | 0.15 | 315.00 |
| 1½-inch Electrical Conduit | 400 | lin. ft. | 1.50 | 600.00 |
| Type 2 Fence | 1,780 | rods | 4.50 | 8,010.00 |
| 14' x 48" Metal Gates | 18 | only | 65.00 | 1,170.00 |
| 20' x 48" Metal Gates | 4 | only | 100.00 | 400.00 |
| Coarse Crushed Material in Base | 2,200 | cu. yds. | 2.40 | 5,280.00 |
| 3/4" - 0 Material in Base | 420 | cu. yds. | 2.70 | 1,134.00 |
| Railroad Ballast | 2,300 | cu. yds. | 2.70 | 6,210.00 |
| Sprinkling | 160 | M-gals. | 3.00 | 480.00 |
| | | | | $149,954.50 |
| Flagging (57½% of Contractor's Cost) | All | Required | | 2,000.00 |
| Adjustment of Utilities and Transmission Lines | All | Required | | 8,400.00 |
| Work Performed by Longview, Portland and Northern Railroad Co. | All | Required | | 20,138.00 |
| | Subtotal | | | $180,492.50 |
| | 10% Engr. & Cont. | | | 18,049.25 |
| | | | Total | $198,541.75 |

ALTERNATE "A"

Type Code X421
South Yamhill Bridge (Sta. 214+92 to Sta. 219+07)

| | | | |
|---|---|---|---|
| Structural Excavation | 700 cu. yds. | $10.00 | $ 7,000.00 |
| Furnish 12" BP 53# Steel Piling | 224 lin. ft. | 5.00 | 1,120.00 |
| Drive Steel Piles | 8 only | 120.00 | 960.00 |
| Class "A" Concrete | 2,300 cu. yds. | 70.00 | 161,000.00 |
| Metal Reinforcement | 471,000 lbs. | 0.12 | 56,520.00 |
| 8-inch Metal Drain Pipe | 125 lin. ft. | 4.00 | 500.00 |
| 8-inch Perforated Metal Drain Pipe | 120 lin. ft. | 5.00 | 600.00 |
| | ALTERNATE "A" | | $227,700.00 |

ALTERNATE "B"

Type Code X431
South Yamhill River Bridge (Sta. 214+91.18 to Sta. 219+07)

| | | | |
|---|---|---|---|
| Structural Excavation | 480 cu. yds. | $10.00 | $ 4,800.00 |
| Furnish 12" BP 53# Steel Piling | 224 lin. ft. | 5.00 | 1,120.00 |
| Drive Steel Piles | 8 only | 120.00 | 960.00 |
| Class "A" Concrete | 1,030 cu. yds. | 65.00 | 66,950.00 |
| Metal Reinforcement | 189,500 lbs. | 0.12 | 22,740.00 |
| Structural Steel | All Required | | 118,800.00 |
| 8-inch Metal Drain Pipe | 125 lin. ft. | 4.00 | 500.00 |
| 8-inch Perforated Metal Drain Pipe | 120 lin. ft. | 5.00 | 600.00 |
| | ALTERNATE "B" | | $216,470.00 |

Type Code X221
Wallace Bridge Overcrossing (Sta. 220+88.77 to Sta. 223+40.77)

| | | | |
|---|---|---|---|
| Structural Excavation | 475 cu. yds. | $8.00 | $ 3,800.00 |
| Furnish 10" BP 42# Steel Piling | 110 lin. ft. | 4.00 | 440.00 |
| Furnish 12" BP 53# Steel Piling | 335 lin. ft. | 5.00 | 1,675.00 |
| Drive Steel Piles | 15 only | 80.00 | 1,200.00 |
| Class "A" Concrete | 643 cu. yds. | 65.00 | 41,795.00 |
| Metal Reinforcement | 145,000 lbs. | 0.12 | 17,400.00 |
| 8-inch Metal Drain Pipe | 150 lin. ft. | 4.00 | 600.00 |
| | | | $ 66,910.00 |

| | |
|---|---|
| (Using Alternate "B")Subtotal | $283,380.00 |
| 10% Engr. & Cont. | 28,338.00 |
| Total | $311,718.00 |

Length of Roadway - - - - - - - - - - - 2.943 Miles
Length of 2 Structures- - - - - - - - - 0.126 Mile
Total Length- - - - - - - - - - - - - - 3.069 Miles
Cost of Roadway Per Mile- - - - - - - $67,462.36

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 6,000.00 | $ 3,600.00 | $ 2,400.00 |
| Roadway | 198,541.75 | 122,900.00 | 75,641.75 |
| Structures* | 311,718.00 | 193,000.00 | 118,718.00 |
|  | $516,259.75 | $319,500.00 | $196,759.75 |

* Using Alternate "B"

Oregon State Highway Department

Federal Aid
Project No. F-300(13)

## VALLEY JUNCTION-WALLACE BRIDGE UNIT OF THE SALMON RIVER HIGHWAY IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 3, 1958

| | | | |
|---|---|---|---|
| Type Code P.E.<br>Preliminary Engineering | All Required | $ | $ 6,000.00 |
| Type Code 0010<br>Roadway (Sta. 61+01.4 to Sta. 223+00)(Contract No. 5050) | | | |
| Clearing and Grubbing | All Required | $ | $ 3,000.00 |
| Drainage Excavation, Unclassified | 2,400 cu. yds. | 2.00 | 4,800.00 |
| General Excavation, Unclassified | 177,300 cu. yds. | 0.43 | 76,239.00 |
| Short Overhaul | 819,000 yd. sta. | 0.01 | 8,190.00 |
| Long Overhaul | 26,300 C-yd.sta. | 0.25 | 6,575.00 |
| Finishing Roadbed and Slopes | 2.96 miles | 500.00 | 1,480.00 |
| Rounding Cutbanks | 5,700 lin. ft. | 0.15 | 855.00 |
| 22-inch Arch Type Corrugated Metal Pipe | 200 lin. ft. | 4.90 | 980.00 |
| 43-inch Arch Type Corrugated Metal Pipe | 80 lin. ft. | 12.40 | 992.00 |
| 50-inch Arch Type Corrugated Metal Pipe | 100 lin. ft. | 14.40 | 1,440.00 |
| 6-inch Perforated Metal Drain Pipe | 690 lin. ft. | 1.65 | 1,138.50 |
| 8-inch Perforated Metal Drain Pipe | 800 lin. ft. | 2.00 | 1,600.00 |
| 12-inch Concrete Pipe | 1,400 lin. ft. | 2.00 | 2,800.00 |
| 18-inch Concrete Pipe | 1,300 lin. ft. | 3.30 | 4,290.00 |
| 24-inch Concrete Pipe | 360 lin. ft. | 4.85 | 1,746.00 |
| 30-inch Concrete Pipe | 290 lin. ft. | 6.25 | 1,812.50 |
| 48-inch Concrete Pipe | 170 lin. ft. | 12.25 | 2,082.50 |
| 60-inch Concrete Pipe | 190 lin. ft. | 20.00 | 3,895.00 |
| Special Backfill in Drains | 240 cu. yds. | 4.75 | 1,140.00 |
| Class "A" Concrete | 20 cu. yds. | 65.00 | 1,300.00 |
| Metal Reinforcement | 2,100 lbs. | 0.15 | 315.00 |
| 1½-inch Electrical Conduit | 400 lin. ft. | 1.50 | 600.00 |
| Type 2 Fence | 1,780 rods | 4.50 | 8,010.00 |
| 14' x 48" Metal Gates | 18 only | 65.00 | 1,170.00 |
| 20' x 48" Metal Gates | 4 only | 100.00 | 400.00 |
| Coarse Crushed Material in Base | 2,200 cu. yds. | 2.40 | 5,280.00 |
| 3/4" - 0 Material in Base | 420 cu. yds. | 2.70 | 1,134.00 |
| Railroad Ballast | 2,300 cu. yds. | 2.70 | 6,210.00 |
| Sprinkling | 160 M-gals. | 3.00 | 480.00 |
| | | | $149,954.50 |
| Flagging (57½% of Contractor's Cost) | All Required | | 2,000.00 |
| Adjustment of Utilities and Transmission Lines | All Required | | 8,400.00 |
| Work Performed by Longview, Portland & Northern Railroad Co. | All Required | | 20,138.00 |
| | Subtotal | | $180,492.50 |
| | 10% Engr. & Cont. | | 18,049.25 |
| | Total | | $198,541.75 |

ALTERNATE "A"

Type Code X421
South Yamhill Bridge (Sta. 214+92 to Sta. 219+07)

| | | | |
|---|---|---|---|
| Structural Excavation | 700 cu. yds. | $11.00 | $ 7,700.00 |
| Furnish 12" BP 53# Steel Piling | 224 lin. ft. | 5.00 | 1,120.00 |
| Drive Steel Piles | 8 only | 125.00 | 1,000.00 |
| Class "A" Concrete | 2,300 cu. yds. | 75.00 | 172,500.00 |
| Metal Reinforcement | 471,000 lbs. | 0.13 | 61,230.00 |
| 8-inch Metal Drain Pipe | 125 lin. ft. | 4.00 | 500.00 |
| 8-inch Perforated Metal Drain Pipe | 120 lin. ft. | 5.00 | 600.00 |
| | ALTERNATE "A" | | $244,650.00 |

ALTERNATE "B"

Type Code X431
South Yamhill River Bridge (Sta. 214+91.18 to Sta. 219+07)

| | | | |
|---|---|---|---|
| Structural Excavation | 480 cu. yds. | $11.00 | $ 5,280.00 |
| Furnish 12" BP 53# Steel Piling | 224 lin. ft. | 5.00 | 1,120.00 |
| Drive Steel Piles | 8 only | 125.00 | 1,000.00 |
| Class "A" Concrete | 1,030 cu. yds. | 70.00 | 72,100.00 |
| Metal Reinforcement | 189,500 lbs. | 0.13 | 24,635.00 |
| Structural Steel | All Required | | 130,700.00 |
| 8-inch Metal Drain Pipe | 125 lin. ft. | 4.00 | 500.00 |
| 8-inch Perforated Metal Drain Pipe | 120 lin. ft. | 5.00 | 600.00 |
| | ALTERNATE "B" | | $235,935.00 |

Type Code X221
Wallace Bridge Overcrossing (Sta. 220+88.77 to Sta. 223+40.77)

| | | | |
|---|---|---|---|
| Structural Excavation | 475 cu. yds. | $10.00 | $ 4,750.00 |
| Furnish 10" BP 42# Steel Piling | 445 lin. ft. | 4.00 | 1,780.00 |
| Drive Steel Piles | 15 only | 100.00 | 1,500.00 |
| Class "A" Concrete | 643 cu. yds. | 70.00 | 45,010.00 |
| Metal Reinforcement | 145,000 lbs. | 0.13 | 18,850.00 |
| 8-inch Metal Drain Pipe | 150 lin. ft. | 4.00 | 600.00 |
| | | | $ 72,490.00 |

| | |
|---|---|
| (Using Alternate "B") Subtotal | $308,425.00 |
| 10% Engr. & Cont. | 30,842.50 |
| Total | $339,267.50 |

Length of Roadway - - - - - - - - - - - 2.943 Miles
Length of 2 Structures- - - - - - - - - 0.126 Mile
Total Length- - - - - - - - - - - - - - 3.069 Miles
Cost of Roadway Per Mile- - - - - - - - $67,462.36

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 6,000.00 | $ 3,600.00 | $ 2,400.00 |
| Roadway | 198,541.75 | 122,900.00 | 75,641.75 |
| Structures* | 339,267.50 | 210,100.00 | 129,167.50 |
| | $543,809.25 | $336,600.00 | $207,209.25 |

* Using Alternate "B"

ALTERNATE "A"

Type Code X421
South Yamhill Bridge (Sta. 214+92 to Sta. 219+07)

| | | | | |
|---|---|---|---|---|
| Structural Excavation | 700 | cu. yds. | $11.00 | $ 7,700.00 |
| Furnish 12" BP 53# Steel Piling | 224 | lin. ft. | 5.00 | 1,120.00 |
| Drive Steel Piles | 8 | only | 125.00 | 1,000.00 |
| Class "A" Concrete | 2,300 | cu. yds. | 75.00 | 172,500.00 |
| Metal Reinforcement | 471,000 | lbs. | 0.13 | 61,230.00 |
| 8-inch Metal Drain Pipe | 125 | lin. ft. | 4.00 | 500.00 |
| 8-inch Perforated Metal Drain Pipe | 120 | lin. ft. | 5.00 | 600.00 |
| | ALTERNATE "A" | | | $244,650.00 |

ALTERNATE "B"

Type Code X431
South Yamhill River Bridge (Sta. 214+91.18 to Sta. 219+07)

| | | | | |
|---|---|---|---|---|
| Structural Excavation | 480 | cu. yds. | $11.00 | $ 5,280.00 |
| Furnish 12" BP 53# Steel Piling | 224 | lin. ft. | 5.00 | 1,120.00 |
| Drive Steel Piles | 8 | only | 125.00 | 1,000.00 |
| Class "A" Concrete | 1,030 | cu. yds. | 70.00 | 72,100.00 |
| Metal Reinforcement | 189,500 | lbs. | 0.13 | 24,635.00 |
| Structural Steel | All | Required | | 130,700.00 |
| 8-inch Metal Drain Pipe | 125 | lin. ft. | 4.00 | 500.00 |
| 8-inch Perforated Metal Drain Pipe | 120 | lin. ft. | 5.00 | 600.00 |
| | ALTERNATE "B" | | | $235,935.00 |

Type Code X221
Wallace Bridge Overcrossing (Sta. 220+88.77 to Sta. 223+40.77)

| | | | | |
|---|---|---|---|---|
| Structural Excavation | 475 | cu. yds. | $10.00 | $ 4,750.00 |
| Furnish 10" BP 42# Steel Piling | 445 | lin. ft. | 4.00 | 1,780.00 |
| Drive Steel Piles | 15 | only | 100.00 | 1,500.00 |
| Class "A" Concrete | 643 | cu. yds. | 70.00 | 45,010.00 |
| Metal Reinforcement | 145,000 | lbs. | 0.13 | 18,850.00 |
| 8-inch Metal Drain Pipe | 150 | lin. ft. | 4.00 | 600.00 |
| | | | | $ 72,490.00 |
| (Using Alternate "B") | Subtotal | | | $308,425.00 |
| | 10% Engr. & Cont. | | | 30,842.50 |
| | Total | | | $339,267.50 |

Length of Roadway - - - - - - - - - - - - 2.943 Miles
Length of 2 Structures- - - - - - - - - 0.126 Mile
Total Length- - - - - - - - - - - - - - - 3.069 Miles
Cost of Roadway Per Mile- - - - - - - - $67,462.36

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 6,000.00 | $ 3,600.00 | $ 2,400.00 |
| Roadway | 198,541.75 | 122,900.00 | 75,641.75 |
| Structures* | 339,267.50 | 210,100.00 | 129,167.50 |
| | $543,809.25 | $336,600.00 | $207,209.25 |

* Using Alternate "B"

RECEIVED
JUL 17 1958
FOR FILING
[illegible]
5050

July 16, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3, covering the replacement of a mill water supply line on the Valley Junction-Wallace Bridge Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Polk County, Contract No. 5050, in connection with Federal Aid Project No. F-300(13)

It is necessary that the 4-inch water supply line to the mill opposite approximate Station 213 be moved for construction. Conduit of 12-inch concrete pipe is being placed under contract items. Condemnation complaint states "State will re-establish water line." Portions of the pipe under the new roadways are not salvageable and an estimated 200 lineal feet will need to be new material.

This work must be done at once to allow the contractor to proceed with his work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

D. H. Probert
Office Engineer

DBP:mas

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JUL 18 1958
FOR FILING

F-300(13)

[illegible]

July 14, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering replacement of City of Willamina water main on the Valley Junction-Wallace Bridge Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Polk County, Contract No. 5050, in connection with Federal Aid Project No. F-300(13).

Obligation of the State to pay for adjusting the City of Willamina water main is established by the Assistant Counsel's letter dated July 12, 1957, a copy of which is attached. The City does not have the forces to do the work and has asked the State's contractor to do it.

The work is necessary to clear for construction and make future repair without disturbing the highway.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:er

A

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FOR [illegible]

F-300(13)

[illegible]

08-35.4 July 10, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Railroad Agreement
Oregon Project F-300(13)
Wallace Bridge-Valley Junction
Section, Salmon River Highway

Dear Sir:

The above agreement, dated May 17, 1958, has been received and is approved subject to the conditions set forth in Policy and Procedure Memorandum 30-3.

This letter will also constitute your authority to proceed with the utility adjustments as set forth in the agreement.

Very truly yours,

C. G. POLK
Division

NOTED

Orig to SHP

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FOR FILING

F300(13)

5050

June 12, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir;

As requested in your letter of June 4, 1958, we are enclosing copies of the conformed agreement between the State and Longview, Portland and Northern Railroad Company covering railroad revision on the Valley Junction-Wallace Bridge Unit, Wallace Bridge-Sheridan Section under Contract No. 5050, Oregon Project F-300(13).

Agreement covering City of Portland water line and sewer adjustments on S. W. 14th Avenue-Washington County Line Unit, Project F-303(17) have been submitted previously.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:cr

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JUN 12 1958
FOR FILING
[illegible]

5750 ~~When replying,~~
refer to 08-35.5

June 4, 1958

COPY

Mr. w. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We are holding, without action, your requests for project agreement and modification of project agreement on the following projects pending submission of executed Railroad and Utility agreements:

I - 303 (17) S. W. 14th Avenue-Washington County Line; City of Portland Water and Sewer System adjustment.

F - 300 (13) Valley Junction-Wallace Bridge Unit; Longview, Portland and Northern R. R. Co. work.

Very truly yours,

C. G. Polk
Division Engineer

By:

E. H. Cowan
Acting Division Engineer

orig to SHE

A

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APR 17 1953
FOR FILING

April 16, 1953

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 205 covering adjusting the Northwest Telephone Company facilities on the Valley Junction-Wallace Bridge Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Polk County, Contract No. 5040, in connection with Federal Aid Project No. F-300(13).

This work is necessary to clear for construction. The obligation of the State to reimburse the Company is established by the letter of the Assistant Counsel, copies of which are attached. Copies of the Company's estimate and plan sheets showing the adjustments are also attached.

Your approval of this order under the provisions of PPM 30-4 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:or

Encl.

RECEIVED
DEC 20 1957
FOR FILING

F 300(13)

[illegible]

December 17, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 285 covering relocation of Portland General Electric Company's transmission line on the Valley Junction-Sheridan Section of the Salmon River Highway in Polk County, Contract No. 5050, in connection with Federal Aid Project No. F-300(13).

This work is necessary due to the relocation of the Salmon River Highway. The obligation of the state to reimburse the utility company is established by letter of the Assistant Counsel, copies of which are attached. Copies of reply and estimate of the utility and plan sheets showing revisions are also attached.

The approval of this order under the provisions of GAM-300 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

RECEIVED
NOV 26 1957
FOR FILING

F-300(13)

[illegible] 08-35

November 21, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-300(13)
Valley Junction-Wallace Bridge
Section, Salmon River Highway
Order for State Force Work dated
Oct. 25, 1957 - Seeding, Fertilizing,
and Mulching - Est. Cost $4,900.00

Dear Sir:

Reference is made to your letter dated November 5, 1957 concerning subject order.

We are approving the use of State Force as being in the public interest for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Very truly yours,

C. G. WOLZ
Division Engineer

By:

A. F. BESTER
Acting Division Engineer

Orig to EHP

RECEIVED
NOV [illegible] 1957
FOR FILING

November 5, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. [illegible] covering seeding, fertilizing and mulching on the Valley Junction-Wallace Bridge Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Polk County, Contract No. 5050, in connection with Federal Aid Project No. F-300(13).

This work is necessary to control erosion on cut and fill slopes, and for roadside improvement. This was anticipated work in connection with this project. The contractor is not equipped to do this work, while the state has the necessary equipment, operated by experienced crews. The amount is too small to be done economically by separate contract. Your approval of this order, at agreed unit prices shown, under provisions of PPM-21-4.3 is requested.

The estimated amount of this order is $4,900 with Federal participation of $3,033.

Very truly yours

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:or

RECEIVED
NOV 5 1957
FOR FILING

November 4, 1957

Mr. D. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 45 covering relocation of the Bonneville Power Administration's facilities on the Valley Jct.-Wallace Bridge Unit, Valley Jct.-Sheridan Section of the Salmon River Highway in Polk County, Contract No. 5050, in connection with Federal Aid Project No. F-300(13).

The line occupies newly acquired right of way. Copies of the agreement with Bonneville Power Administration and estimate of costs are attached. Your approval of this order under the provisions of G.A.M.-300 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:cr

RECEIVED
OCT 17 1957
FOR FILING

October 14, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering restoring a water supply on the Valley Junction-Wallace Bridge Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Polk County, Contract No. 5050, in connection with Federal Aid Project No. F-300(13).

The source of water for John Breeden was a spring, which was located in the construction area and taken out by grading operations. Replacement of this water supply is to be done by piping the Willamina city water to the Breedon system. The water line will cross the highway right of way and the Longview, Portland and Northern Railway Company line.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

RECEIVED
SEP 30 1957
FOR FILING

F-300(13)

5050

September 26, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the state's share of flagging costs on the Valley Junction-Wallace Bridge Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Polk County, Contract No. 5050, in connection with Federal Aid Project No. F-300(13).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

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OCT 7 1957
FOR FILING

FORM E30—50M—8-57—1476

(13)

AGENDA
OCT 1 1957

1B-6
1B6

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1957

**SUBJECT:** AGENDA ITEM FOR SEPT. 12-13 COMMISSION MT.
File No. 24111 - Bertyl Harris
Valley Junction-Sheridan Section
Salmon River Highway
Yamhill County
Payment for Drilling Well

**To:** Mr. H. B. Glaisyer
Secretary
OFFICE

Please place on the October 1 Agenda the matter of payment to Kulick Well Drilling Company, of Willamina, Oregon, the amount of $1,402.84, for drilling a well and installing a pump and pipe line, to replace a water system on the Bertyl Harris property, which was allegedly destroyed by our construction on the above project.

E. F. CHIDSEY
Ass't. Right of Way Engineer

EFC:IM

NOTED
H. B. GLAISYER

R.E

RECEIVED
SEP 17 1957
FOR FILING
OREGON DISTRICT
F-300(13)
08-35
5050

DEPARTMENT OF COMMERCE
**BUREAU OF PUBLIC ROADS**
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 16, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-300(13), Valley Junction-Wallace Bridge Section of the Salmon River Highway, we hereby concur as of this date in award of Contract No. 5050 to A. L. Harding, Inc. of Stayton, Oregon, low bidder in the amount of $149,954.50 at the July 18, 1957 bid opening.

Very truly yours,

CG Polk
C. G. Polk
Division Engineer

RECEIVED
SEP 27 1957

FOR FILING

F-30(15)

5050

September 26, 1957

A. L. Harding, Inc.
Stayton, Oregon

Gentlemen:

The State Highway Commission on July 18, 1957 accepted your proposal for grading on the Valley Junction-Wallace Bridge Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Polk County for the sum of $149,994.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5050.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc Mr. R. G. Savage (SIAC)
Mr. Tom Edwards
Mr. S. H. Probert

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

fp

NOTED
J. Mc C.

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OCT [illegible] 1957
FOR FILING

Salem, Oregon
August 13, 1957

[illegible] 30

Agenda Item 1-B-6-1

File No. 26896 - Bonneville Power Adm.
Valley Junction-Wallace Bridge Section
Salmon River Highway

Mr. R. L. Porter
Right of Way Engineer
Office

Attached hereto for further handling are three fully executed copies of a "Trust Agreement" compensating Bonneville Power Administration $4,800 for rearranging its power line on the Valley Junction-Wallace Bridge Unit of Salmon River Highway, Polk County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files.

Secretary

rn
Enc. 3

REFERRED TO
[illegible]
BY SECRETARY

RECEIVED
AUG 6 1957
FOR FILING

FORM E-123X

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 5, 1957

Northwest Telephone Company
313 Sixth Street
Redmond, Oregon

Re: Northwest Telephone Company
Telephone Line Adjustments
Valley Jct.-Wallace Br. Section
Salmon River Highway
Polk County

Gentlemen:

Bids on the above titled project were received on July 18, 1957, and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction. The work to be done has been given to me as follows:

> A line crossing near Station 68+30 must be raised to provide adequate clearance for the new highway, and a pole located on the southerly side of the new highway near Station 70 must be moved due to the construction of a road approach. These poles are all located on State highway right of way under the terms of Permit No. 2143, dated March 26, 1946.
>
> A line crossing near Station 82+20 must be raised to provide clearance for the new road. This line consists of contacts on power poles which are on private property by easement.
>
> A line along the northerly side of the existing road between Stations 166 and [illegible] must be raised due to the construction of a road approach. Both poles involved are on State right of way under the terms of Permit No. 2143, dated March 26, 1946.
>
> Three poles between Stations 168 and 173 must be moved. Two of these poles are located on private property without easement, and one is on railroad right of way. The line was constructed in 1946.
>
> Contacts on three power poles between Stations 174 and 179 must be moved due to the relocation of the power poles. The power poles are on private property by easement.

NOTED
FORREST COOPER

> A line along the northwesterly side of the existing highway must be moved for the construction of the "D" line leg of the Wallace Bridge Interchange. The line consists of 18 poles, of which 4 are on private property without easement, and the remaining 14 are on State highway right of way under the terms of Permit No. 2143, dated March 26, 1946.
>
> A line along the existing road to the sawmill near Wallace Bridge must be moved. The work involves the moving of 2 poles, both of which were place on private property as part of a service line to the property owner.
>
> A line along the southerly side of the existing highway easterly from Wallace Bridge must be moved. The work involves the moving of 6 telephone poles and contacts on 5 power poles. The telephone poles are on State right of way apparently without permit, and the power poles are on State highway right of way by permit.

As to the work involving facilities which are located on public highway right of way, it will be your obligation to make the necessary adjustments without reimbursement. The Highway Commission will reimburse you for relocating your facilities which are located on private property, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. Ross M. Harris, Resident Engineer, Box 411, McMinnville, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Harris.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. J. D. Walker
Mr. Ross M. Harris
Mr. F. W. Farrar

RECEIVED
1957
OFFICE OF
STATE HIGHWAY ENGINEER

LONGVIEW, PORTLAND & NORTHERN RAILWAY COMPANY
LONGVIEW, WASHINGTON

J. H. MORTISEN, VICE PRESIDENT & GENERAL MANAGER

July 30, 1957

FILE NO 310-A

Mr. R. D. Asburry,
Assistant Division Engineer
State Highway Department
Salem, Oregon

Dear Sir:

In accordance with your letter of July 1, we have prepared the estimated cost covering the relocation of the railroad between Wallace Bridge and Valley Junction as follows:

| | |
|---|---|
| Material | $ 8,039.99 |
| Labor and use of Co. equipment | 10,598.55 |
| Watchman and Flagman | 550.00 |
| Engineering | 1,500.00 |
| Total estimated cost | $20,688.54 |

Yours truly,

J. H. Mortisen
Vice President & General Manager

cc: J. D. Bowers

FORM E-123X

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED

F-300(15)

5050

July 26, 1957

Portland General Electric Company
Electric Building
Portland 5, Oregon

Re: Portland General Electric Company
Power Line Adjustments
Valley Junction-Wallace Bridge
Salmon River Highway
Polk County

F-300(15)

Gentlemen:

Bids on the above titled project were received on July 18, 1957, and I have been advised that certain of your facilities must be adjusted in order to accommodate the highway construction.

The list of the work to be done and its status as to being on private property or on public right of way is as follows:

A line crossing near Station 82+20 must be adjusted to provide adequate clearance for a highway crossing. This line was constructed on private property, easement for which is recorded in Book 113, Page 238.

A line crossing near Station 125 must be adjusted to provide adequate clearance for a highway crossing. The company holds an unrecorded easement for this line.

A transmission line between Stations 170 and 179 must be moved. The work involves the moving of 4 poles and 1 anchored guypole. Two of these poles are on railroad property by agreement with the railroad, and the other two poles and the guypole are on private property by an easement recorded in Book 113, Page 230.

A distribution line crossing near Station 175 must be adjusted to provide adequate clearance for the highway and railroad crossings. This line was constructed on private property by an easement recorded in Book 113, Page 243.

A line crossing near Station 185+85 must be adjusted to provide adequate clearance for the highway and railroad crossings. The existing line was constructed on railroad right of way by agreement with the railroad.

NOTED
FORREST COOPER

A service drop to a house near Station "D" 24+60 must be adjusted to provide adequate clearance for the new interchange leg. The pole was placed on State right of way by Permit No. 2718, dated March 5, 1948.

A service drop to a house near Station "D" 20+00 must be adjusted to provide adequate clearance for the new interchange leg. This service is a contact on a telephone pole which is on State highway right of way by permit.

A line along the southeasterly side of the existing highway must be moved for the construction of the main line structure over the South Yamhill River. This line was constructed on State right of way by Permit No. 2718, dated March 5, 1948.

A line along the southerly side of the existing highway easterly from Wallace Bridge must be moved for the construction of the "[illegible]" Line on-ramp. This work consists of the moving of 5 poles which were placed on State right of way under Permit No. 2139, dated March 21, 1946, and Permit No. 929, dated July 21, 1937.

For such of the facilities as are located on public highway property, it will be your obligation to make the necessary adjustment without reimbursement.

On such of the facilities as are located on private property, it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the rearrangement work, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. Ross Harris, Resident Engineer, Box 411, McMinnville, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Harris.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

RECEIVED
[illegible] 29 1957
OFFICE OF
ST[illegible] ENGINEER

JWD:RN
cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. Tom Edwards
Mr. J. D. Walker
Mr. Ross Harris
Mr. R. L. Porter

FORM E-123 35M REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. Mc IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
JUL 16 1957
FOR FILING
F-300(13)
5050

July 12, 1957

City of Willamina
Willamina, Oregon

Re: City of Willamina
Water Line Adjustment
Valley Jct.-Wallace Br. Section
Salmon River Highway
Polk County

Gentlemen:

Bids on the above titled project will be received on July 18, 1957, and a water main owned by the City of Willamina must be adjusted in order to accommodate the highway construction. This adjustment involves the removal and replacing of an existing 4-inch wood water main in a conduit for a new highway crossing at Highway Engineer's Station 187+15.

This water main was constructed on the right of way of the Longview, Portland and Northern Railway Company, by agreement with the Company, so that it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the rearrangement work, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. Ross M. Harris, Resident Engineer, Box 411, McMinnville, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Harris.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Tom Edwards
Mr. Forrest Cooper ✓
Mr. J. D. Walker
Mr. Ross M. Harris
Mr. F. W. Farrar

RECEIVED
JUL 15 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

FORM E-123X 37½M

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUL 1957
FOR FILES

F-300 (13)

5050

July 9, 1957

Bonneville Power Administration
Willamina, Oregon

Re: Bonneville Power Administration
Power Line Adjustment
Valley Jct.-Wallace Bridge Unit
Salmon River Highway
Polk County
F 300 (13)

Gentlemen:

Bids on the above titled project will be received on July 18, 1957, and it appears that some of your facilities must be adjusted to accommodate the highway construction. This adjustment involves converting your existing power line crossing over the railroad to a crossing over the highway at a slightly different location. Your existing line is on private property by easement recorded in Book 113, at page 243 of the Polk County Deed Records.

It will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the rearrangement work, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation. I assume that you will want to handle the matter by the usual form of trust agreement.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it will be necessary that we have estimates of the cost of the work at such location. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. These estimates should be sent to Mr. L. H. Young, Assistant Construction Engineer, State Highway Building, Salem, along with your trust agreement or agreements. Your final billing for the work also should be forwarded to Mr. Young.

Mr. Ross Harris is Resident Engineer on the project with headquarters at Box 411, McMinnville, and further details may be secured from him.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. D. J. Barbee
Mr. Forrest Cooper
Mr. J. D. Walker
Mr. Ross Harris
Mr. R. L. Porter

NOTED
FORREST COOPER

RECEIVED
JUL 10 1957
OFFICE OF
STATE HIGHWAY ENGINEER

R

RECEIVED
JUL 3 1957
OREGON DISTRICT
FOR FILING

F-300(13)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

5050 08-35

July 2, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-300(13), Valley Junction-Wallace Bridge Unit of the Salmon River Highway. This is to authorize your advertising for bids.

Approval of P. S. and E. and authorization for advertising are given with the understanding that a satisfactory agreement be executed between the State and the railroad company covering encroachment on railroad right-of-way and adjustment of railroad facilities.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
Division Engineer

RECEIVED
JUN 10 1957
FOR FILING

F-300 (12)

5050

June 7, 1957

RAILROAD COMPANIES
FILE No. 479

Mr. H. B. Scharschmidt
Assistant General Manager
Longview, Portland & Northern Railway Company
Longview, Washington

Dear Mr. Scharschmidt:

Receipt is acknowledged of your letter of June 6 with reference to agreement covering relocation between Wallace Bridge and Valley Junction.

The executed agreement provides for a conveyance by bargain and sale deed, which form of instrument in this State carries no actual or implied warranty of title.

If you so desire, the conveyance to the State may be subject to the easement to the City of Willamina, as set out in your letter of June 6, and such a conveyance will be accepted as compliance with the agreement of May 17, 1957.

Very truly yours,

W. C. Williams
State Highway Engineer

By

O. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. R. L. Porter

**LONGVIEW, PORTLAND & NORTHERN RAILWAY COMPANY**
LONGVIEW, WASHINGTON

June 6, 1957

H. B. ROBERTSON, PRESIDENT & GENERAL MANAGER
H. B. SCHARSCHMIDT, ASSISTANT GENERAL MANAGER
J. H. MORTISEN, GENERAL SUPERINTENDENT OF TRANSPORTATION

FILE NO. 310-A

Mr. G. S. Paxson
Assistant State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Paxson:

The contract dated May 17, 1957, providing for exchange of a portion of our present right of way for a new right of way and relocation of our railroad on said new right of way fails to mention or make provision for an easement granted to the City of Willamina on November 20, 1935, for construction of a five inch water main on our right of way for a distance of 5,750 feet and across said right of way. An approximate description of said easement is as follows:

> "The center line of the pipe line ditch to be approximately three feet westerly from the easterly line of the Railroad right of way.
>
> Beginning at a point where the west line of the H. C. Lawson D. L. C. crosses the said right of way; thence northerly along said right of way approximately 5750 feet to Engineer's Station 140/00; thence northwesterly across said railway right of way and passing under the tracks of said railway a distance of about 150 feet to the westerly line of said railway right of way.
>
> The pipe will be steel pipe 5" in diameter, will either be laid in a small tunnel under the tracks or driven through a hole bored under the tracks. The pipe will be laid about 15 feet below tracks and will be thoroughly back filled."

Your relocated highway will pass over this water main.

Our contract should be amended to provide for assignment of our right of way to you subject to said easement. Will you be good enough to prepare such amendment for insertion.

Yours very truly,

H. B. Scharschmidt

H. B. Scharschmidt
Assistant General Manager

RECEIVED

HBS:ed

RECEIVED
APR 30 1957
FOR FILING

R

Salem, Oregon
April 29, 1957

Transfer of property with
Longview, Portland & Northern
Railway Company

Mr. Leonard I. Lindas
Chief Counsel

I am attaching hereto the right-of-way file and the descriptions for the property which we are to transfer to the Longview, Portland & Northern Railway Company and the property which they are to transfer to us in connection with the highway and railroad line change on the Wallace Bridge-Valley Junction Section of the Salmon River Highway. Mr. Patterson is preparing an agreement covering this project. I believe these descriptions are all the information he needs to complete the draft of the agreement.

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams

RECEIVED
MAR 27 1957
FOR FILING

Salem, Oregon
March 25, 1957

Railroad revision, Wallace
Bridge-Valley Junction Section,
Salmon River Highway

Mr. Robert L. May, Jr.
Acting Chief Counsel

It would be appreciated if you would prepare an agreement between the Longview, Portland & Northern Railway Company of Longview, Washington, and the State Highway Commission covering a line change of the railroad and an exchange of right of way made necessary by the construction of the Wallace Bridge-Valley Junction Section of the Salemon River Highway. I am attaching hereto copies of a map dated March 25, 1957 showing the line revision and the right of way in question.

The existing Salmon River Highway and the railroad track are at present on a curve adjacent to the bank of the river. To have straightened out the highway and left the railroad in place would have involved two grade crossings of the railroad. To eliminate this, we are moving the railroad to parallel the new highway alignment in this section and constructing them a new section of track.

We have reached substantial agreement with Mr. H. B. Robertson, President and General Manager of the Railroad Company, as to the terms and procedures under which this change is to be made.

We will acquire and turn over to the Railroad Company right of way for their track in the new location as shown outlined in orange on the attached map. In return for this new right of way, the Railroad Company is to turn over to us all their existing right of way in the same section. The State will grade the railroad roadbed as shown on the typical cross section on the map and will furnish and spread ballast up to the bottom of the railroad ties. The Railroad Company's forces will then furnish and place ties and rail on the new location, after which the State will furnish the remainder of the ballast and the Railroad Company will tamp the ballast into place.

In addition to furnishing the new right of way, the State will reimburse the Railroad Company for the cost of ties and for all labor involved in the placing of ties, rail and ballast. The Railroad Company is to furnish rail for the line change and take back as salvage the rail from the existing line that is to be replaced. The State will reimburse the Railroad Company for labor involved in salvaging the rail from the existing track.

At the completion of the project, the Railroad Company will operate and maintain its railroad line, but for a period of one year after completion and acceptance by the Railroad Company, the State will bear the cost of repairing any damage to the railroad embankments caused by settlement or erosion. This will not include ordinary or routine maintenance such as might be done on any other part of the line.

GSP:gm
Attach. cc Mr. W. C. Williams

G. S. Paxson
Assistant State Highway Engineer

G.S. Paxson

FORM E-30X—25M—9-55—88209

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 25, 1957

To: MEMO TO FILE

SUBJECT: Construction of Wallace Bridge-Valley Junction Section of Salmon River Highway.

L

On this date, I received a telephone call from Mr. David McLean, 1344 Fifteenth Avenue, Longview, Washington, in regard to a proposal that the tracks of the Longview, Portland & Northern Railway Company be moved in order to permit construction of the Wallace Bridge-Valley Junction section of the Salmon River Highway. Mr. McLean commented that he presumed that we were proceeding under the provisions of ORS 366.335 and requested that this office prepare a draft of a proposed form of contract and submit two copies to his office for review. I discussed the matter with Mr. Paxson, Assistant State Highway Engineer, who advised me that he would give us the information necessary to prepare the form of contract at his earliest convenience.

ROBERT L. MAY, JR.
Acting Chief Counsel

RLM:mm
cc: G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
MAR 26 1957
OFFICE OF
STATE HIGHWAY ENGINEER

**LONGVIEW, PORTLAND & NORTHERN RAILWAY COMPANY**
LONGVIEW, WASHINGTON

March 13, 1957

H. B. ROBERTSON, PRESIDENT & GENERAL MANAGER
H. B. SCHARSCHMIDT, ASSISTANT GENERAL MANAGER
J. H. MORTISEN, GENERAL SUPERINTENDENT OF TRANSPORTATION

FILE NO. 310-A

Mr. G. S. Paxson
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Paxson:

In the same mail with your letter of March 12, I received a letter from Mr. Bowers, our Superintendent at Grand Ronde, who states that he feels there should be a correction made in the width of the subgrade fill section extending this to 18' instead of 14' as shown on the profile. He is of the opinion that the 14' section, while it coincides with our present standard, is too narrow for a new grade and our present equipment. We have found that on our Gardiner section, the extra width provides a better base to stabilize the ballast berm and provides room for maintenance without losing ballast down the embankments.

I will provide for this change in the proposed agreement in anticipation of your favorable reply.

Very truly yours,

H. B. Robertson
President & General Manager

HBR:ed

cc: Mr. J. D. Bowers

RECEIVED
MAR 14 1957
OREGON
STATE HIGHWAY COMMISSION

P

RECEIVED
MAR 13 1957
FOR FILING

March 12, 1957

Mr. H. B. Robertson
President and General Manager
Longview, Portland & Northern Railway Company
Longview, Washington

Dear Mr. Robertson:

This is in reply to your letter of March 7 concerning the relocation of your railroad between Wallace Bridge and Valley Junction.

We will change our railroad section to show a full 12 inches of ballast. We will also accept your proposal that the agreement between the State and your company include a provision maintaining the railroad embankments for a period of one year from the date of completion of the work and acceptance by your company. This would not include ordinary or routine maintenance such as you would be doing on any other part of the line but would include the restoring to original line and grade of any embankment damaged by settlement, washouts or other causes attributable to the new construction.

We will arrange for adequate drainage of the spring opposite your station 370+34.4 and will furnish you with details of such drainage when our final plans are prepared. Since any construction on your line is subject to your approval of these plans, it does not seem that this detail should delay the preparation of the agreement.

We would appreciate the receipt of a draft of the proposed agreement when convenient.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. Tom Edwards
Mr. D. J. Barbee
Mr. Frank Hall

FORM 2-90 25M 9-51 92319

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 8, 1957

SUBJECT:

To:

Mr. Forrest Cooper
Deputy State Highway Engineer

I am attaching hereto the general office file on the relocation of the Longview, Portland & Northern Railway Company line on the Wallace Bridge-Valley Junction section of the Salmon River Highway. You will note in Mr. Robertson's letter of March 7 he raises certain objections to the railroad cross section as to the thickness of ballast and also asks that we maintain the embankment for a period of one year from their final acceptance. I would appreciate advice as to whether you are willing to go this far prior to going ahead with the preparation of the agreement.

OK.
Cooper

G S Paxson
G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams

**LONGVIEW, PORTLAND & NORTHERN RAILWAY COMPANY**
LONGVIEW, WASHINGTON

H. B. ROBERTSON, PRESIDENT & GENERAL MANAGER
H. B. SCHARSCHMIDT, ASSISTANT GENERAL MANAGER
J. H. MORTISEN, GENERAL SUPERINTENDENT OF TRANSPORTATION

March 7, 1957

FILE NO. 310

Mr. G. S. Paxson
Assistant State Highway Engineer
State of Oregon
Salem, Oregon

Dear Mr. Paxson:

With further reference to the proposal to relocate our road between Wallace Bridge and Valley Junction as shown on the plat accompanying your letter of February 21, there are one or two minor matters which we would like to have clarified for us before giving our consent.

The plat shows a vertical elevation of 1' 7" between the subgrade and top of rail which would mean a ballast section of approximately 7". We believe this section should be a full 12" and would suggest a revision to provide for that depth.

We also believe your proposal should include a provision guaranteeing all embankments for a period of one year from date of final acceptance, and that you will restore to their original line and grade at your expense and at no cost to the company, any and all embankments damaged while in construction or during the period of this guarantee, by subsidence, washouts, or any other causes whatsoever.

We understand there is a spring located approximately opposite our station 372 + 34.4 and I note your plat shows a $1\frac{1}{4}$" water pipe. Will you please advise what provision will be made for draining this water away from our roadbed.

Upon receipt of your further advice I will have our legal department prepare an agreement embodying the details set forth in your letter of February 21 and subsequent letters.

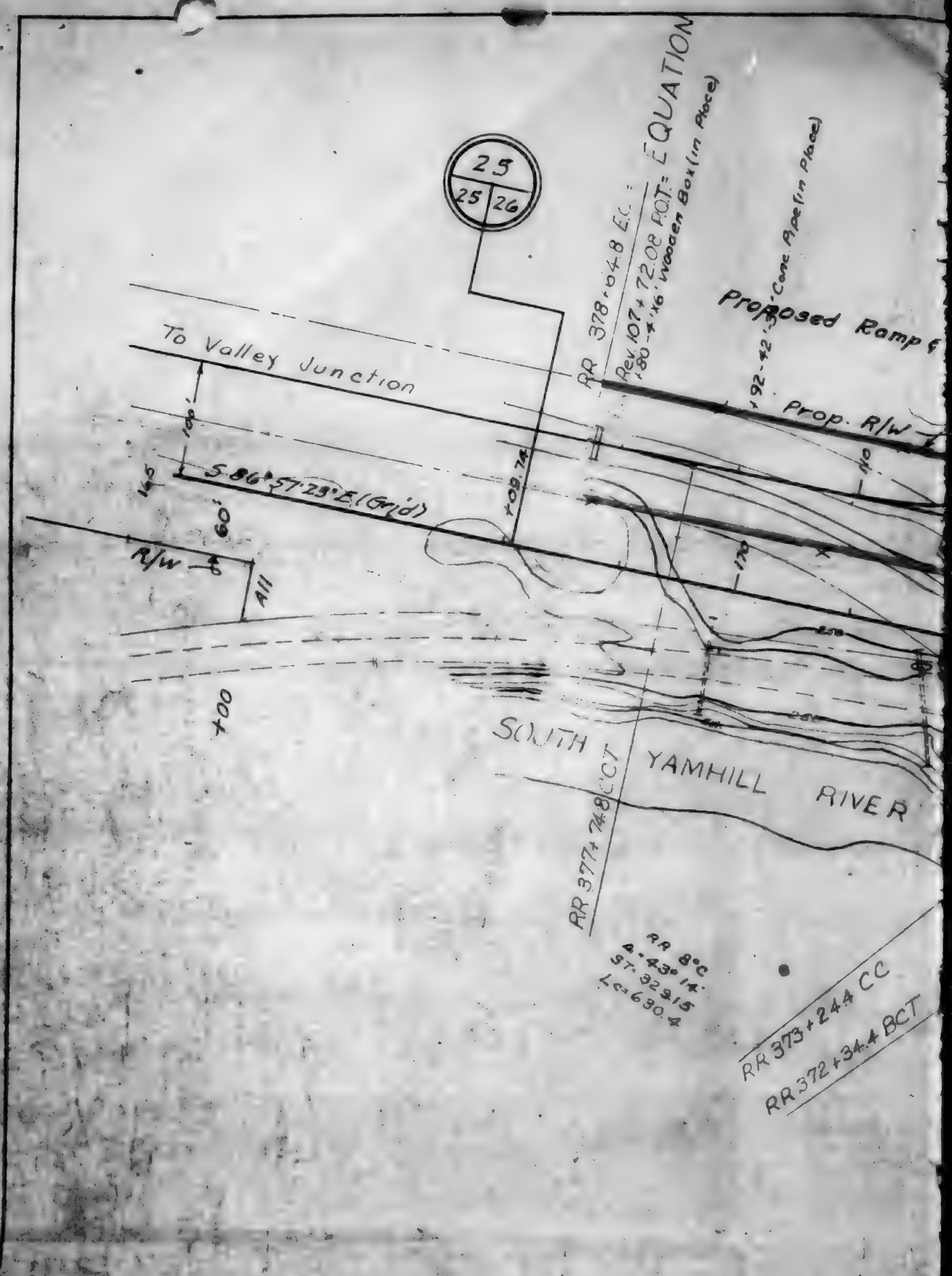
Yours very truly,

H. B. Robertson
President & General Manager

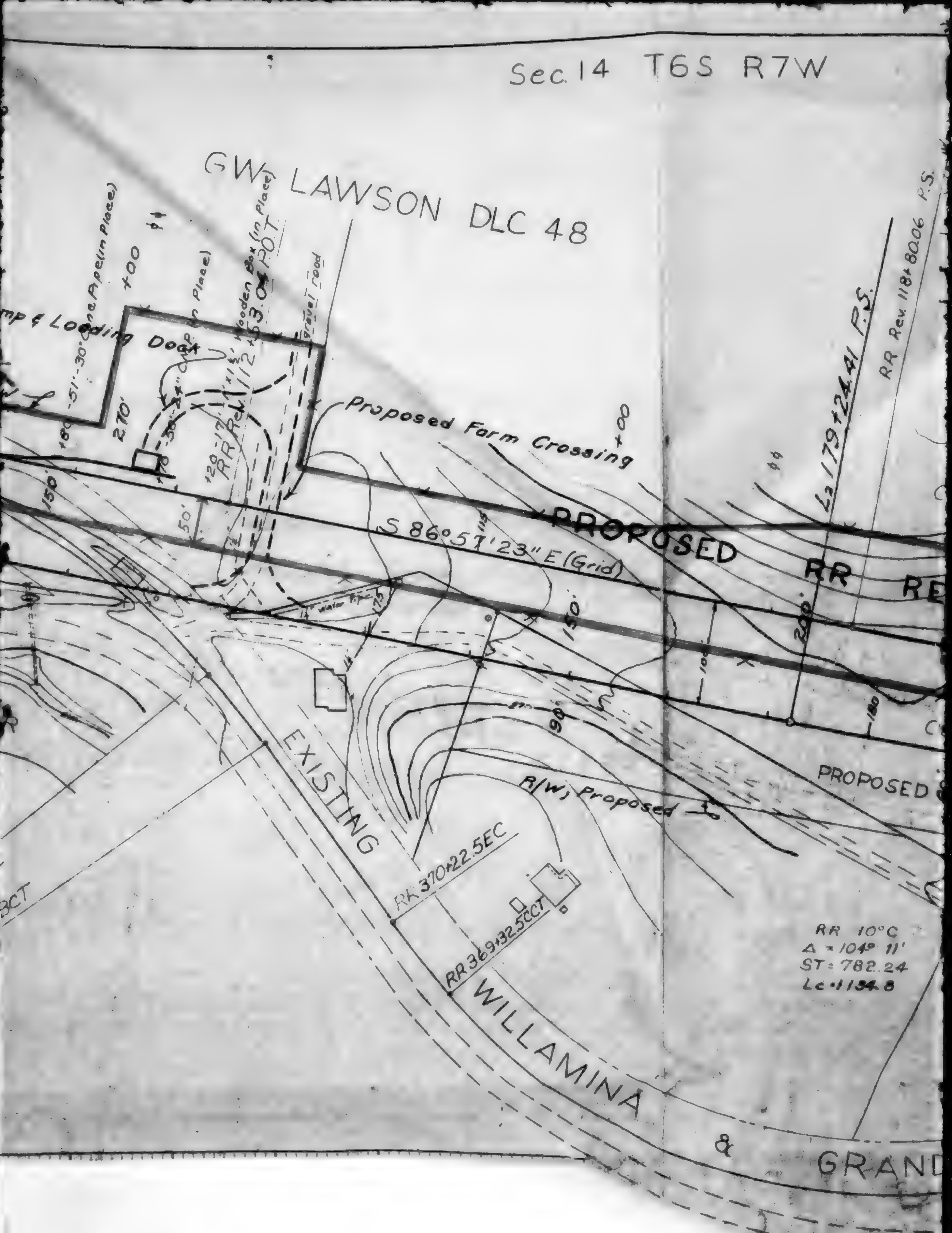
HBR:ed

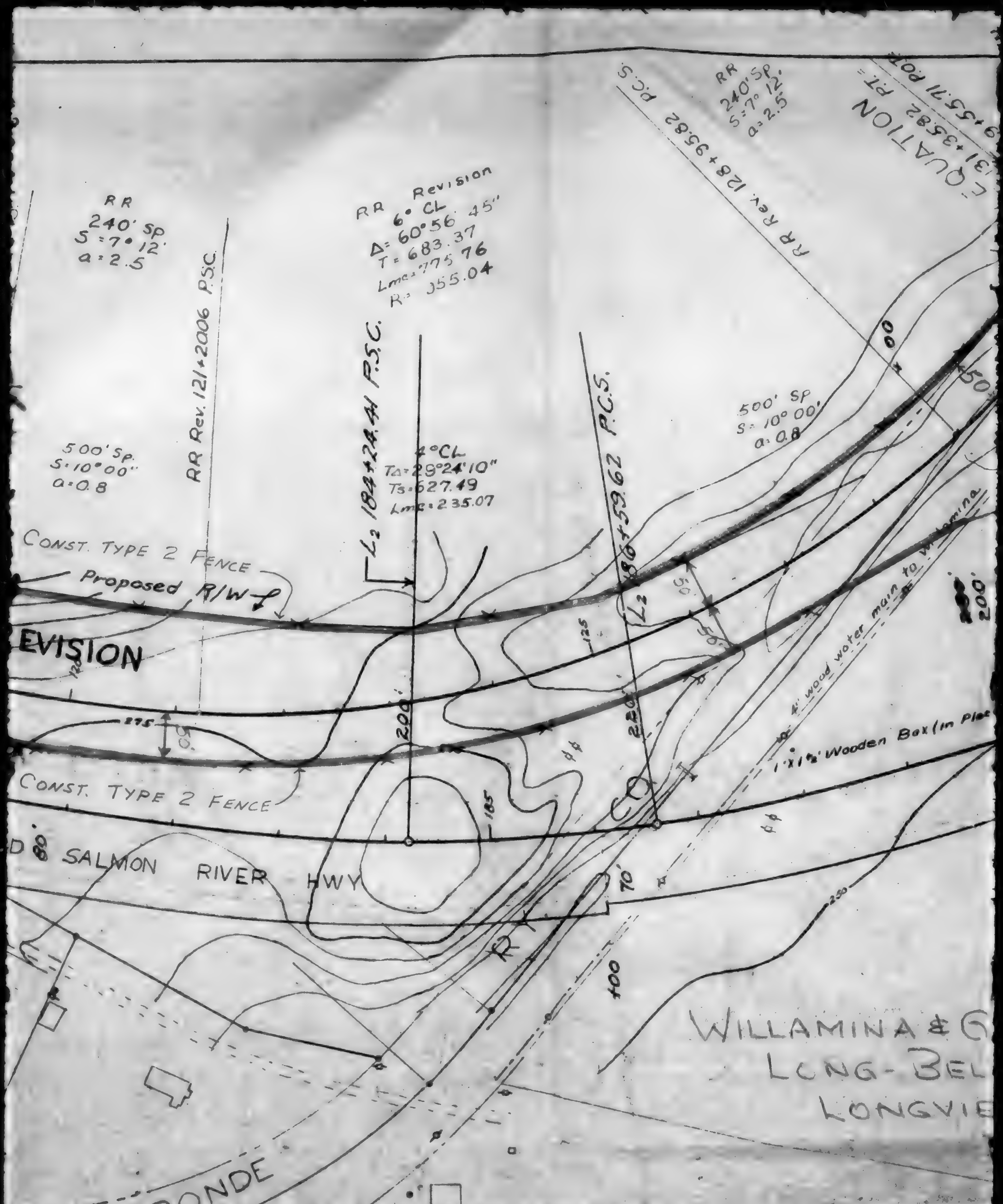
cc: Mr. Andy Holman
Mr. J. D. Bowers

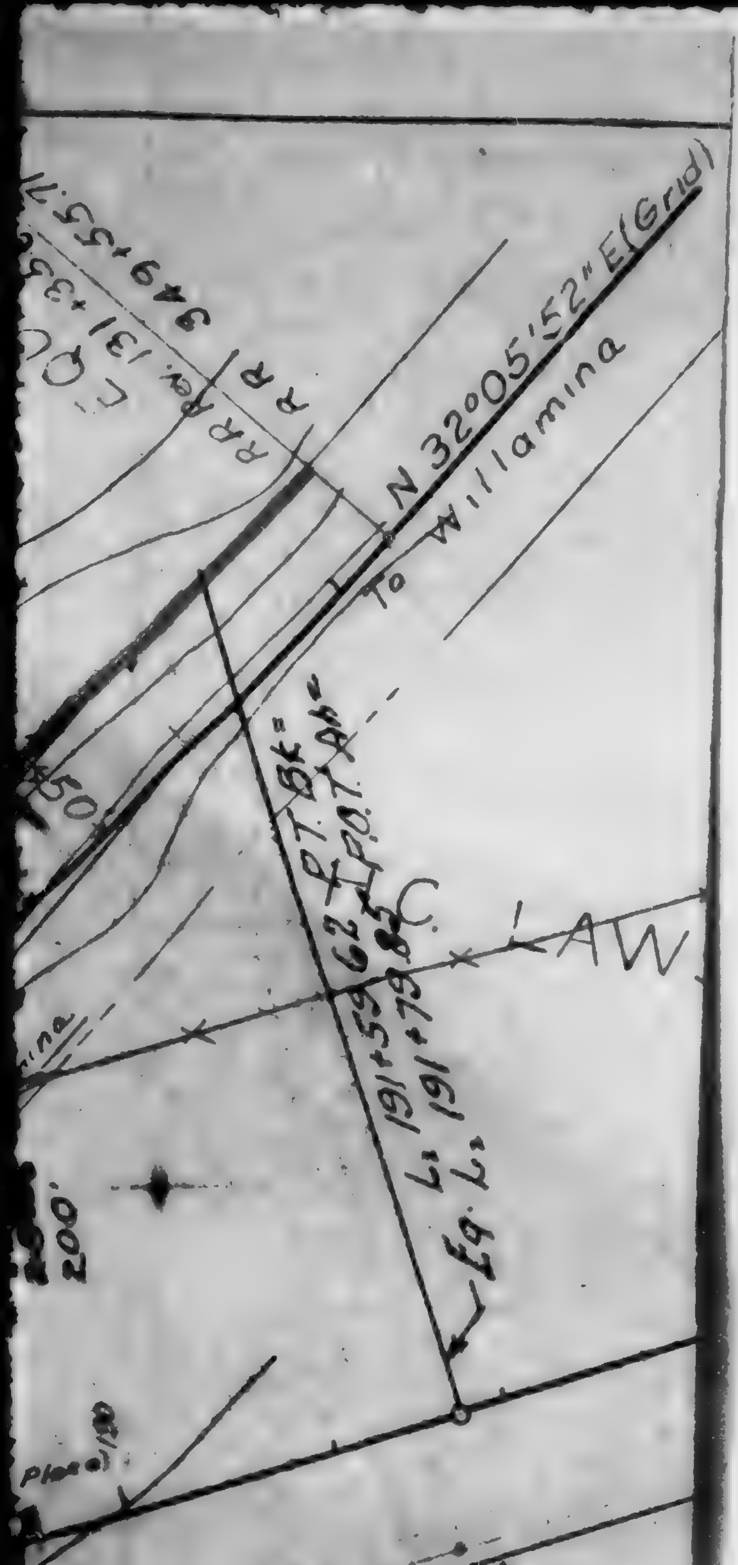
RECEIVED
MAR 8 1957
OREGON
STATE HIGHWAY COMMISSION


25
25 26
RR 378+04.8 EC = EQUATION
Rev. 107+72.08 P.O.T.
+80-4'x6' Wooden Box (in Place)
92-42 3' Conc. Pipe (in Place)
Proposed Ramp
Prop. R/W
To Valley Junction
S 86°57'23"E (Grid)
+09.74
100
145
60'
R/W
A11
170
110
+00
SOUTH YAMHILL RIVER
RR 377+74.8 CCT
RR 8°C
Δ=43°14'
ST=329.15
Lc=630.4
RR 373+24.4 CC
RR 372+34.4 BCT

| FINAL SURVEY | | BY | DATE |
|---|---|---|---|
| | SURVEYED | | |
| | PLOTTED | | |
| NOTE BOOK | TEMPLATE | | |
| | AREAS | | |
| NO. | AREAS CHECKED | | |


Sec. 14 T6S R7W
GW. LAWSON DLC 48
mp & Loading Dock
-51'-30" Cone Pipe (in Place)
+00
n Place)
Wooden Box (in Place)
RR Rev. 112+53.04 P.O.T.
gravel road
270'
180
150'
50'
120
Proposed Farm Crossing
+00
PROPOSED
RR
RE
S 86°57'23" E (Grid)
Water Pipe
150'
100
200'
180
L2 179+24.41 P.S.
RR Rev. 118+80.06 P.S.
90
R/W Proposed
PROPOSED
EXISTING
RR 370+22.5 EC
RR 369+32.5 CCT
BCT
WILLAMINA
&
GRAND
EX
RR 10°C
Δ = 104° 11'
ST = 782.24
Lc = 1134.8


EQUATION
131+35.82 PT.
9+55.11 POT
RR Rev. 128+95.82 P.C.S.
RR
240' Sp.
S=7° 12'
a=2.5
RR
240' Sp.
S=7° 12'
a=2.5
RR Rev. 121+20.06 P.S.C.
RR Revision
6° CL
Δ=60°56'45"
T=683.37
Lmc=775.76
R=955.04
L2 184+24.41 P.S.C.
4° CL
TΔ=29°24'10"
Ts=627.49
Lmc=235.07
L2 186+59.62 P.C.S.
500' Sp.
S=10°00'
a=0.8
500' Sp
S=10°00'
a=0.8
CONST. TYPE 2 FENCE
Proposed R/W
EVISION
CONST. TYPE 2 FENCE
200'
220'
50'
50'
60'
200'
80'
70'
275
125
185
120
250
400
00
50
4" wood water main to Willamina
1'x1½' Wooden Box (in Pla
D SALMON RIVER HWY
RY
WILLAMINA & G
LONG-BEL
LONGVIE
RONDE
ND
EXISTING SALMON


349+55.71
131+35
RR
N 32°05'52" E (Grid)
To Willamina
50
Eq. L. 191+59.62 P.T. Bk
L. 191+79.85 P.O.T. Ah
C. LAW
ina
200'
Plane
Proposed R/W
GRAND RUNDE
LL LUMBER CO
EW, WASH.
MAP

RECEIVED
FEB 27 1957
FOR FILING

**LONGVIEW, PORTLAND & NORTHERN RAILWAY COMPANY**
LONGVIEW, WASHINGTON

February 22, 1957

H. B. ROBERTSON, PRESIDENT & GENERAL MANAGER
H. B. SCHARSCHMIDT, ASSISTANT GENERAL MANAGER
J. H. MORTISEN, GENERAL SUPERINTENDENT OF TRANSPORTATION

FILE NO. 310

Mr. G. S. Paxson
Assistant State Highway Engineer
Salem, Oregon

Dear Mr. Paxson:

In acknowledging your letter of February 21 together with accompanying station plat covering proposed highway change between the Wallace Bridge and the Yamhill River, I wish to call your attention to the fact that the Willamina & Grand Ronde Railway Company has been succeeded by the Longview, Portland & Northern Railway Company, and also, the Long-Bell Lumber Company has been merged into the International Paper Company. It might be well for you to make these changes in your records so that future correspondence will be on a proper basis.

Noted Gsm.

In the meantime I am passing your letter and print to Mr. Andrew Holman, our chief engineer, for his consideration and will advise you further as soon as I have his report.

Yours very truly,

H. B. Robertson
President & General Manager

Copies made for Edwards and Walker.

HBR:ed

cc: Mr. A. Holman

RECEIVED
FEB 25 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 25 1957
FOR FILING

February 21, 1957

Willamina & Grand Ronde Railway Company
c/o Long-Bell Lumber Company
Longview, Washington

Gentlemen:

The Oregon State Highway Department proposes to reconstruct the section of the Salmon River Highway between the Wallace Bridge and Valley Junction in Yamhill County, Oregon. In this reconstruction, we propose to eliminate the curve just west of the Wallace Bridge where the highway and your railroad swing around the nose of the hill alongside the Yamhill River. To avoid grade crossings of your track, we propose at the same time to relocate the section of your railroad, keeping it on the north of our highway. I am attaching hereto a print entitled 'Valley Jct.-Sheridan Section, Salmon River Highway Railroad Revision', on which we show both the revised highway line and the revised railroad line.

In making this revision, we propose to acquire and turn over to your company right of way for your track in the new location as shown outlined in orange on the attached map. In return we would ask that you turn over to us the railroad right of way for the existing line. The State would grade the railroad roadbed as shown on the typical cross section and would place ballast up to the bottom of ties. We would ask that your company furnish ties and place the rail on the new section, the State to reimburse your company for the cost of the ties and for all labor in placing the ties and rail. We would ask that you furnish rail from your stock to make this installation and salvage and place in your stock rail from the existing line, labor cost of such salvage to be reimbursed by the State. The State would furnish the remaining ballast and would reimburse you for the cost of tamping.

It is anticipated that this project will be placed under contract in the late summer or early fall, and I would appreciate your early consideration of the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter
Mr. J. D. Walker

GSP:gm

Attach.

RECEIVED
[illegible] 1957
FOR FILING
F-300(13)
5050

Salem, Oregon
June 3, 1957

Valley Jct.-Wallace Bridge Sect.
Salmon River Highway

Mr. Virgil O'Neil
Assistant Office Engineer
Building

It is requested that you add $4900 to the authorization for the subject job to cover 30 acres of seeding, 30 acres of refertilization and 20 acres of mulching to control surface erosion. This includes the seeding of the island area and the refertilization of this same area but does not include the planting, which will be requested in the paving contract.

It is anticipated that the work will be accomplished by state forces using mechanized seeding and mulching equipment under the supervision of the Landscape Engineer.

Forrest Cooper
Deputy State Highway Engineer

cc Mr. Tom Edwards
Mr. N. H. Astrup

S-102(4) Ross Lane-Jacksonville Sec. 1957
of the Crater Lake Hwy.-
#5051 Jacksonville Rd. (Grad. & Pav.)

Form A-150—5M—6-59

NOTE
Harold C. Ayres

RECEIVED
OCT 2[illegible] 1959
COUNTY [illegible]

INVOICE

# Oregon State Highway Department

SALEM, OREGON

Contract 5051
8-337(2)

Invoice No. 62506

Date October 21, 1959

Your Req. No.

Billing Request No. 00 522

Credit Distribution 515-1058-297

NOTED
John F. Hagemann

NOTED
V. R JONES

Jackson County
Medford
Oregon

Attn: Paul Rynning, County Engineer

Final billing: Ross Lane-Jacksonville Section, FAS 274, covered by agreement dated 6/27/57

| | | |
|---|---|---|
| Original advance deposit | $71,200.00 | |
| Less amount previously transferred | 51,200.00 | |
| Balance in advance deposit fund | | $20,000.00 |
| County share total cost as per attached statement | $71,055.24 | |
| Less amount previously transferred | 51,200.00 | |
| Balance | | 19,855.24 |
| To be retained | | $ 144.76 |

ACKN[illegible]

BILLING REQUEST

[illegible] Request: $

State Printing 21127

**PAUL B. RYNNING**
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 788
MEMBER A. A. E.
MEMBER P. E. O.

**C. Z. BOYDEN**
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

**OFFICE OF ENGINEER**
**JACKSON COUNTY**
MEDFORD, OREGON

October 1, 1959

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

W. C. Williams
State Highway Engineer
State of Oregon
Salem, Oregon

Attention: John F. Hagemann
Ass't. City & County Relations Engr.

Gentlemen:

This is in reply to your letter of September 30th informing me that a refund of $144.76 is due from the Ross Lane-Jacksonville Section of FAS 274.

The County Court wishes this amount to be added to what credit we now have, and apply it on the Emigrant Creek Bridge. (Fas 277) x-ref'd

Very truly yours,

Paul B Rynning
Paul B. Rynning
County Engineer

PBR:ib

RECEIVED
OCT 2 1959
ENGINEER
COUNTY & CITY RELATIONS

NOTED

NOTED

NOTED
Harold C. Ayers

September 30, 1959

Mr. Paul Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

NOTED
John F. Hagemann

Dear Mr. Rynning:

Final costs are now available for the Ross Lane-Jacksonville Section of FAS 274. As shown in the attached cost statement, a refund of $144.76 is due the county.

If you wish, we will retain this refund and apply it against the deposit which will be required for the Emigrant Creek Bridge for which bids will be accepted October 13. We already have $2,654.05 on hand which if added to the above will total $2,798.81.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

COMPLETED 10/21/58

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Jackson

Contract No: 5051

Date 9/30/59

FAS 274

Section Ross Lane-Jacksonville

PAYMENTS TO CONTRACTOR

| Item | Unit | Unit Price | Total Qty. | Total Cost |
|---|---|---|---|---|
| Payments to contractor as per attached statement | | | | $161,999.37 |
| Credit for rock in stockpile | | | cr. | 1,418.46 |
| Construction engineering | | | | 16,874.33 |
| TOTAL CONSTRUCTION COSTS | | | | $177,455.24 |
| FEDERAL FUNDS COLLECTED FOR PROJECT | | | | $ 79,800.00 |

**AGREED COUNTY SHARE OF TOTAL COSTS**

| | |
|---|---|
| 100% of all over $133,000 | $44,455.24 |
| 50% of difference between $133,000 and federal funds collected | 26,600.00 |
| Total County share | $71,055.24 |
| County advance deposit | $71,200.00 |
| Less County share | 71,055.24 |
| REFUND DUE COUNTY | $ 144.76 |

JFH:mm

May 20, 1959

STATE OF OREGON, To GLEN OUSLEY CONSTRUCTION CO., Dr.

County Jackson

Postoffice address Eugene, Oregon

Highway Crater Lake Hwy. - Jacksonville Road

Work done to Oct. 21, 1958

Contract No. 5051

Section Ross Lane - Jacksonville

Prefix No. 515-1052-002(41)

Estimate No. 14 Post Final

| ITEM | Unit | Unit Prices | Total Quantities To Date | Total Amount To Date | Previous Amount | Present Amount |
|---|---|---|---|---|---|---|
| 1. Clearing and grubbing | all | 8250.00 | 100% | 8,250.00 | 8,250.00 | - |
| 2. Drainage excav., unclass. | c.y. | 3.00 | 807.92 | 2,423.76 | 2,423.76 | - |
| 3. General excav., unclass. | c.y. | .40 | 26,721.5 | 10,688.60 | 10,688.60 | - |
| 4. Short overhaul | yd.sta. | .01 | 68,056 | 680.56 | 680.56 | - |
| 5. Long overhaul | Cu.yd.sta. | .40 | 1,283.7 | 513.48 | 513.48 | - |
| 6. Finishing roadbed and slopes | mile | 500.00 | 2.35 | 1,175.00 | 1,175.00 | - |
| 7. Rounding cutbanks | l.f. | .15 | 2,075 | 311.25 | 311.25 | - |
| 8. 18" corr. metal pipe, unstd. | l.f. | 4.75 | 14 | 66.50 | 66.50 | - |
| 9. 48" corr. metal pipe, unstd. | l.f. | 22.00 | 22 | 484.00 | 484.00 | - |
| 10. 54" corr. metal pipe | l.f. | 25.00 | 68 | 1,700.00 | 1,700.00 | - |
| 11. 12" concrete pipe | l.f. | 1.85 | 1,217 | 2,251.45 | 2,251.45 | - |
| 12. 18" concrete pipe | l.f. | 4.00 | 450 | 1,800.00 | 1,800.00 | - |
| 13. 24" concrete pipe | l.f. | 8.00 | 45 | 360.00 | 360.00 | - |
| 14. 30" concrete pipe | l.f. | 10.00 | 165 | 1,650.00 | 1,650.00 | - |
| 15. 72" arch type corr. metal pipe | l.f. | 37.50 | 60 | 2,250.00 | 2,250.00 | - |
| 16. 12" sewer pipe | l.f. | 1.85 | 240 | 444.00 | 444.00 | - |
| 17. 8" concrete siphon pipe | l.f. | 1.50 | 75 | 112.50 | 112.50 | - |
| 18. Concrete end basins | c.y. | 80.00 | 4.3 | 344.00 | 344.00 | - |
| 19. Concrete catch basins | each | 90.00 | 3 | 270.00 | 270.00 | - |
| 20. Concrete headgate | each | 200.00 | 1 | 200.00 | 200.00 | - |
| 21. Selected roadbed topping | c.y. | 1.30 | 16,806.5 | 21,848.45 | 21,848.45 | - |
| 22. Coarse crushed material in base | c.y. | 2.50 | 14,278 | 35,695.00 | 35,695.00 | - |
| 23. 3/4"-0 material in base | c.y. | 2.85 | 4,383 | 12,491.55 | 12,491.55 | - |
| 24. Sprinkling | M/gal. | 2.50 | 1,852.2 | 4,630.50 | 4,630.50 | - |
| 25. Preparation of base | mile | 300.00 | 2.35 | 705.00 | 705.00 | - |
| 26. 3/4"-0 material in binder course | c.y. | 4.00 | 277 | 1,108.00 | 1,108.00 | - |
| 27. RC-3 asphalt in binder course | ton | 60.00 | 40.91 | 2,454.60 | 2,454.60 | - |
| 28. Class "B" asph. concrete | ton | 7.25 | 5,847.27 | 42,392.71 | 42,392.71 | - |
| PA#1 Reset mail boxes | each | 8.15 | 27 | 220.05 | 220.05 | - |
| PA#2 Haul. & Place. appr. borrow mat'l. | c.y. | 1.98 | 842 | 1,667.16 | 1,667.16 | - |
| PA#3 Concrete walks | sq.yds. | 4.40 | 12.50 | 55.00 | 55.00 | - |
| PA#4 6" perf. corr. metal drain pipe | l.f. | 1.95 | 214 | 417.30 | 417.30 | - |
| PA#4 Special backfills in drain | c.y. | 6.00 | 60 | 360.00 | 360.00 | - |
| PA#5 Purchase surplus 1½"-0 aggregate | c.y. | 1.00 | 559.65 | 559.65 | 559.65 | - |
| PA#5 Purchase surplus 3/4"-½" aggreg. | c.y. | 1.00 | 506.59 | 506.59 | 506.59 | - |
| PA#5 Purchase surplus ½"-0 aggregate | c.y. | 1.00 | 353.88 | 353.88 | 353.88 | - |
| PA#6 Winter maintenance | all | 303.09 | 100% | 303.09 | - | 303.09 |
| Force Account | | | | 302.40 | 302.40 | - |

| | | |
|---|---|---|
| Audited and approved by | | |
| Period covered to 10/21/58 | | |
| Items Contr. 5051 Est. 14 Post Final | | |

| | Total Amount To Date | Previous Amount | Present Amount |
|---|---|---|---|
| Totals | 161,999.37 | 161,696.28 | 303.09 |
| 0 % Retained | - | - | - |
| Total Payments | 161,999.37 | 161,696.28 | 303.09 |

Section [illegible] Prefix No. [illegible] Estimate No. [illegible]

| ITEM | Unit | Unit Prices | Total Quantities To Date | Total Amount To Date | Previous Amount | Present Amount |
|---|---|---|---|---|---|---|
| 1. Clearing and grubbing | all | 2850.00 | 100% | [illegible] | [illegible] | - |
| 2. Drainage excav., unclass. | c.y. | 3.00 | 807.92 | 2,423.76 | 2,[illegible].76 | - |
| 3. General excav., unclass. | c.y. | .40 | 26,772.5 | 10,[illegible] | 10,[illegible] | - |
| 4. Short overhaul | yd.sta. | .01 | 67,056 | [illegible].56 | [illegible] | - |
| 5. Long overhaul | C.yd.sta. | .40 | 1,283.7 | 513.48 | 513.48 | - |
| 6. Finishing roadbed and slopes | mile | 500.00 | 2.35 | 1,175.00 | 1,175.00 | - |
| 7. [illegible] | l.f. | .15 | 2,075 | 311.25 | 311.25 | - |
| 8. 15" corr. metal pipe, unstd. | l.f. | 4.75 | 14 | 66.50 | [illegible] | - |
| 9. 48" corr. metal pipe, unstd. | l.f. | 22.00 | 22 | 484.00 | [illegible] | - |
| 10. 54" corr. metal pipe | l.f. | 25.00 | 68 | 1,700.00 | 1,7[illegible] | - |
| 11. 15" concrete pipe | l.f. | 1.85 | 1,217 | 2,251.45 | [illegible] | - |
| 12. 18" concrete pipe | l.f. | 4.00 | 450 | 1,[illegible].00 | [illegible] | - |
| 13. 30" concrete pipe | l.f. | 8.00 | 45 | 360.00 | [illegible] | - |
| 14. 36" concrete pipe | l.f. | 10.00 | 165 | 1,650.00 | 1,[illegible] | - |
| 15. 72" arch type corr. metal pipe | l.f. | 37.50 | 60 | 2,250.00 | [illegible] | - |
| 16. 15" sewer pipe | l.f. | 1.85 | 240 | 444.00 | [illegible] | - |
| 17. 6" concrete siphon pipe | l.f. | 1.50 | 75 | 112.50 | [illegible] | - |
| 18. Concrete end basins | c.y. | 60.00 | 4.3 | 258.00 | [illegible] | - |
| 19. Concrete catch basins | each | 90.00 | 3 | 270.00 | [illegible] | - |
| 20. Concrete headgate | each | 500.00 | 1 | 500.00 | [illegible] | - |
| 21. Selected roadbed topping | c.y. | 1.30 | 16,806.5 | 21,848.45 | [illegible] | - |
| 22. Coarse crushed material in base | c.y. | 2.50 | 14,278 | 35,695.00 | [illegible] | - |
| 23. 1/4"-0 material in base | c.y. | 2.85 | 4,383 | 12,491.55 | 12,491.55 | - |
| 24. Sprinkling | M/gal. | 2.50 | 1,852.2 | 4,630.50 | [illegible] | - |
| 25. Preparation of base | mile | 300.00 | 2.35 | 705.00 | [illegible] | - |
| 26. 3/4"-0 material in binder course | c.y. | 4.00 | 277 | 1,108.00 | 1,[illegible] | - |
| 27. MC-3 asphalt in binder course | ton | 60.00 | 40.71 | 2,442.60 | [illegible] | - |
| 28. Class "B" asph. concrete | ton | 7.25 | 5,847.27 | 42,392.71 | 42,392.71 | - |
| PA#1 [illegible] | each | 8.15 | 27 | 220.05 | [illegible] | - |
| PA#2 Haul. & Plac. appr. borrow mat'l. | c.y. | 1.98 | 842 | 1,667.16 | 1,667.16 | - |
| PA#3 Concrete walks | sq.yds. | 4.40 | 12.50 | 55.00 | [illegible] | - |
| PA#4 6" perf. corr. metal drain pipe | l.f. | 1.95 | 214 | 417.30 | 417.30 | - |
| PA#4 Special backfills in drain | c.y. | 6.00 | 60 | 360.00 | [illegible] | - |
| PA#5 Purchase surplus 1/2"-0 aggregate | c.y. | 1.00 | 559.65 | 559.65 | [illegible] | - |
| PA#5 Purchase surplus 1/4"-1/2" aggreg. | c.y. | 1.00 | 505.59 | 505.59 | [illegible] | - |
| PA#5 Purchase surplus 3/4-0 aggregate | c.y. | 1.00 | 353.82 | 353.82 | 353.82 | - |
| PA#6 Winter maintenance | all | 303.09 | 100% | 303.09 | - | 303.09 |
| Force Account | | | | 302.16 | 302.16 | - |

Audited and approved by

Period covered to 10/21/58

Items Cont. 5051 Est. 14 Part Final

| | | | |
|---|---|---|---|
| Totals | 161,999.37 | 161,696.28 | 303.09 |
| 0 % Retained | - | - | - |
| Total Payments | 161,999.37 | 161,696.28 | 303.09 |

Computed by [illegible] Checked by

To be paid contractors, this estimate, $ 303.09

by

Engineer Theodore [illegible]

Previous Voucher No. 4575

State Printing

RECEIVED
JUN 1 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

June 16, 1959

S-102(4)
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

5051
(VOUCHER NO.)

14 P.F.
(WARRANT NO.)

Glen Ousley Construction Co.
(AMOUNT)
(DATE)

14146

H247370

$ 303.09

6/15/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapeneske
ACCOUNTING DIVISION

---

| | |
|---|---|
| Specified completion date: | **130 workdays from September 26, 1957** |
| Time Extensions: | **None of record** |
| Completion Date: | **October 21, 1958** |
| Date Accepted: | **December 11, 1958** |
| Penalties: | **None of record** |
| Claims: | **None of record** |
| Remarks: | |

---

Date: **June 16, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:
JUN 16 1959
Jc

NOTED ON CARD
lc

RECEIVED
JUN - 8 1959
FOR FILING

S-102(4)

5051

June 5, 1959

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

You are hereby notified that a post-final payment will be made to Glen Ousley Construction Company on contract #5051, for grading-paving the Ross Lane-Jacksonville Section of the Crater Lake Highway and Jacksonville Road in Jackson County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $161,999.37, including the post-final payment of $303.09. Of the total, $309.40 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Maryland Casualty Company
Robert Cross, Insurance
111 East Broadway
Eugene, Oregon

A

RECEIVED
MAR 19 1959
FOR FILING

[illegible]

5051

March 17, 1959

1131

Mr. Glen Ousley
Glen Ousley Construction Company
140 Tomahawk Lane
Eugene, Oregon

Dear Sir:

Your letter containing seven claims on the Ross Lane-Jacksonville Section in Jackson County, Contract No. 5051, has been received and carefully investigated.

Claim No. 1 in the amount of $466.50 is for extra costs involved in the handling of traffic during the winter months of 1957 and 1958. The State Highway Department normally maintains a grade during winter months providing a satisfactory grade has been left in an adequate condition for use by the traveling public. In this specific case, several fills and cuts were left incomplete with no covering or with only minor amounts of decomposed granite covering. Other portions of the work were left in what would normally be an adequate condition. We, therefore, offer to settle this claim on a 50-50 basis, whereby the State would reimburse you in the amount of $233.25 for the winter maintenance.

Claim No. 2 in the amount of $3,360.00 is for extra costs involved in placing the selected roadbed topping required under the terms of the contract. Your claim is based on the fact that the contract was not awarded until some forty days after bids were opened. Reference to Article 1.3.1 of the standard specifications will show that the State is not obligated to award a contract until the expiration of 45 days after bid opening. In this specific case, you opened too much of the job at one time and were consequently caught by bad weather. As a result of the bad weather, you were required to place much of the selected subgrade material in adverse conditions, for which your costs undoubtedly were higher than the bid prices would reflect. Claim No. 2 is, therefore, denied in its entirety.

Claim No. 3 in the amount of $242.10 is for the extra costs to reshape and rework the roadbed in the spring of 1958. This claim is somewhat related to Claim No. 2. You opened entirely too much of the grade and were unable to do any finishing work prior to the time that bad weather caused you to shut down. This claim is for normally required shaping and refinishing work and is denied.

Claim No. 4 in the amount of $1,381.64 is for the extra cost involved in spreading the selected roadbed topping over the subgrade in the spring of 1958. This claim also relates to both Claim No. 2 and Claim No. 3 and is denied for the same reasons listed under Claim Nos. 2 and 3.

Claim No. 5 in the amount of $348.85 is for the extra cost involved in reconstructing approaches at the Culbertson farm. We concur that some extra expense was involved in the reconstruction of these approaches; however, this claim states that the removal of the 116.4 cubic yards cost in excess of $3.00 per cubic yard. We, therefore, offer to settle this claim on the basis of $1.00 per cubic yard. Since you have already been paid $0.40 per cubic yard (your bid price), the offer amounts to $0.60 x 116.4 or $69.84.

Claim No. 6 in the amount of $325.54 is for compensation for the quantity of excavation between Stations 70+50 and 73+50 below subgrade. It is extremely difficult for us to follow the reasoning put forth in this claim; however, an explanation of the facts of the payments already made to you may clear up the matter. 183.8 cubic yards was excavated below subgrade in this area. You have been paid for this excavation at the normal rate of $0.40 per cubic yard. Your reference to 842 cubic yards compacted into the volume of 183.8 yards is, of course, inaccurate. You were paid on a price agreement for 842 cubic yards of special borrow material at the rate of $1.98 per cubic yard. This material was acquired from the Forest Creek bar. Of this 842 yards, 242 yards was used to replace the 183.8 cubic yards excavated below subgrade. One hundred cubic yards was used around the ends of culverts for riprap effect. The remaining 500 cubic yards was placed between Station 68+50 and Station 70+50 as subgrade reinforcement in lieu of the selected granite material which would normally be placed. This claim, therefore, is denied in its entirety on the basis that it has already been paid.

Claim No. 7 in the amount of $29.84 is for compensation of one 20-foot length of unused perforated uncoated pipe. Discussion with County Engineer Rynning reveals that he is willing to pay the $29.84 as soon as he receives from you a bill or an invoice.

If the terms proposed above are satisfactory to you, please let us know and we will institute proper procedure to pay, as stipulated, and clear up this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

FBK:fp:ae

cc to: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. D. Morgan

**Glen Ousley Construction Co.**
140 TOMAHAWK LANE
EUGENE, OREGON

January 28, 1959

Oregon State Highway Department
Salem, Oregon

Re: Contract #5051
Ross Lane Jacksonville
Section

Attention: Forrest Cooper

Gentlemen:

The following claims covering additional cost for extra work required are hereby submitted for your consideration:

Claim #1 Extra costs involved in control of traffic during the winter months of 1957, 1958 season. $466.50

Claim #2 Extra costs involved to place the selected roadbed topping necessary for traffic control. $3,360.00

Claim #3 Extra costs to reshape and rework the roadbed in the spring of 1958. $342.10

Claim #4 Extra costs involved in spreading the selected roadbed topping over the subgrade in the spring of 1958. $1,381.64

Claim #5 Extra costs involved to do additional excavation at the Culbertson approach road as directed and staked by the Resident Engineer. $348.85

Claim #6 For compensation for the quantity of excavation at stations 70+ 50 to 73+50. Removed at the direction of the Resident Engineer on the basis that the material was unsuitable for subgrade. It took 842 C.Y. of special borrow material to refill the void. Considering a compaction factor of 25% the 842 C.Y. was compacted into an area of 632 C.Y. I have been paid to date for 93 C.Y., leaving a balance of 539 C.Y.

| | | |
|---|---|---|
| 539 C.Y. @ .40 = | $215.60 | |
| Short overhaul 3234 yd. stations @ .01 = | 32.34 | |
| Long overhaul 194 "C" yd stations @ .40 = | 77.60 | $325.54 |

Claim #7 For compensation for one 20' length of perf. uncoated pipe unused in P.A. #4 , same being delivered (at the direction of the Resident Engineer) to Jackson County Yard. Unable to get price agreement from the Resident Engineer, he directed the above condition.

| | | |
|---|---|---|
| 20' perf. uncoated pipe @ .93 = | $18.60 | |
| 2 hr. 1½ ton flat bed truck @ $5.62 = | 11.24 | $29.84 |

For further information concerning the above claims, I will give you a detailed explanation of each claim in its respective order.

Claim #1 After being given a letter dated Dec. 17, 1957 from the Resident Engineer which letter ordered us to cease operations on the project, the Resident Engineer called my Sub-Contractor, M. C. Lininger & Sons and directed him to send a Motor Grader to the project and blade the road bed and the entire project. This type of order was given six times in all and required 30 hours of Motor Grader time.

| | | | |
|---|---|---|---|
| #12 Motor Grader @ | $10.00 | | |
| Operator | 3.20 | | |
| Labor taxes | .32 | | |
| | 13.52 | | |
| 15% overhead | 2.03 | | |
| | $15.55 | x 30 hours = | $466.50 |

Claim #2 The bid opening on this project was August 8, 1957, and under normal circumstances I could have anticipated an immediate award. However, due to administrative problems of the Highway Dept. the award was held up until September 16, 1957, and work day count started September 26, 1957.

I moved on the project the following grading and hauling equipment: 2 D/8 Dozers, 3 Tournapulls, 1 Motor Grader, 3 trucks, 1 shovel, 15 C.Y. Carry-all scraper, 1 portable shop and auxiliary equipment. The amount of equipment can be varified by the Resident Engineer. With this line of equipment it was my plan to do the entire grading and placing of the selected roadbed topping the first 75 days following the award of the contract.

Seventy-five days after the actual award put me into December and the winter rains. As the result I had this problem: the selected roadbed topping and the subgrade became saturated to a point that the selected roadbed topping had to be placed over the subgrade to a thickness of two feet or more in order to hold the traffic; further, in fear of losing the entire subgrade to the weather, and to keep the traffic moving, I hired additional trucks to supplement my equipment to haul selected roadbed topping, Even with this added equipment and precautionary measure, the traffic cut up the subgrade to the left and right of the traffic lanes that were covered with topping material.

In the spring (1958) it was necessary after the subgrade was reshaped to spread this two feet thickness of topping material over the entire subgrade; this spreading could have been done under normal circumstances at the time it was originally hauled. (See Claim #4)

| | | | |
|---|---|---|---|
| 1- D/8 dozer | 13.25 | | |
| 1- Operator | 3.20 | | |
| Labor taxes | .32 | | |
| 15% overhead | 2.51 | | |
| | 19.28 | x 37 hours = | $712.99 |

| | | |
|---|---|---|
| 1- Motor grader | $10.00 | |
| 1- Operator | 3.20 | |
| Labor taxes | .32 | |
| 15% overhead | 2.03 | |
| | 15.55 x 43 hours | $668.65 |
| | | $1,381.64 |

My cost records show that to load and haul the selected roadbed topping material, my cost was $1.05 per C. Y. loaded, hauled, spread and processed. However, to place the select roadbed topping using the added equipment and controlling the traffic, my costs for 8400 C.Y. were as near as we could determine $1.45 per C.Y. or .40 additional cost that could be attributed to the then condition. (Claim #2)

8400 C.Y. @ .40 = $3360.00

Claim #3 Extra costs to reshape and rework the roadbed on the left and right of the traffic lanes in the spring of 1958. Also see detailed explanation for claim #2.

Added blading time 22 hours.

| | | |
|---|---|---|
| 1- Motor Grader | 10.00 | |
| 1- Operator | 3.20 | |
| Labor taxes | .32 | |
| 15% overhead | 2.03 | |
| | 15.55 x 22 hours = | $342.10 |

Claim #4 For detailed explanation see Claim #2 and also consider the following cost for respreading the selected roadbed topping over the subgrade in the spring of 1958 which had originally been placed in a two foot thickness for traffic travel.
(See Claim #2 for figures)

Claim #5 The Culbertson approach was staked for excavation in the normal manner, and the excavation was accomplished as staked. Then it was decided by the Resident Engineer (and others) that the approach was too steep and accordingly the approach was restaked. I was directed to over-excavate to the new grades establsihed.

For that work I was compensated by the unit price for excavation for the quantity involved. The exact amount of excavation is unknown to me; in any event, it was a relatively small amount. The amount so paid my be deducted from my claim as follows:

| | | |
|---|---|---|
| 1- D/8 dozer | 13.25 | |
| 1- Operator | 3.20 | |
| Labor taxes | .32 | |
| 15% overhead | 2.51 | |
| | 19.28 x 6 hours = | $115.68 |
| 1- Motor Grader | 10.00 | |
| 1- operator | 3.20 | |
| Labor taxes | .32 | |
| 15% overhead | 2.03 | |
| | 15.55 x 7 hours = | 108.85 |

| | | |
|---|---|---|
| 1- Tournapull | 14.50 | |
| 1- Operator | 3.20 | |
| Labor taxes | .32 | |
| 15% overhead | 2.70 | |
| | 20.72 x 6 hours | $124.32 |
| | | $348.85 |

Claim #6 and 7 Sufficient detail is shown on Page 1.

In closing I wish to express my appreciation for your past courtesies in our many dealings together. I hope this form meets with your approval; it is my first claim. May I expect an early reply?

Sincerely yours,

Glen Ousley

Glen Ousley

:ko
cc: Const. Engineer
    Div. Engineer

RECEIVED
FEB - 6 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR - 3 1959
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)

February 27, 1959

| | | | |
|---|---|---|---|
| (CONTRACT NO.) S-102 (4) | (EST. NO.) | (CONTRACTOR) | |
| 5051 | 13 Final | Glen Ousley Construction Co. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 4575 | H237702 | $ 4,835.17 | 2-27-59 |

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion date: **130 workdays from Sept. 26, 1957**

Time Extensions: **None**

Completion Date: Oct. 21, 1958

Date Accepted: Dec. 11, 1958

Penalties: **None of record**

Claims: **None of record**

Remarks:

---

Date: **Feb. 27, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:

MAR [illegible]

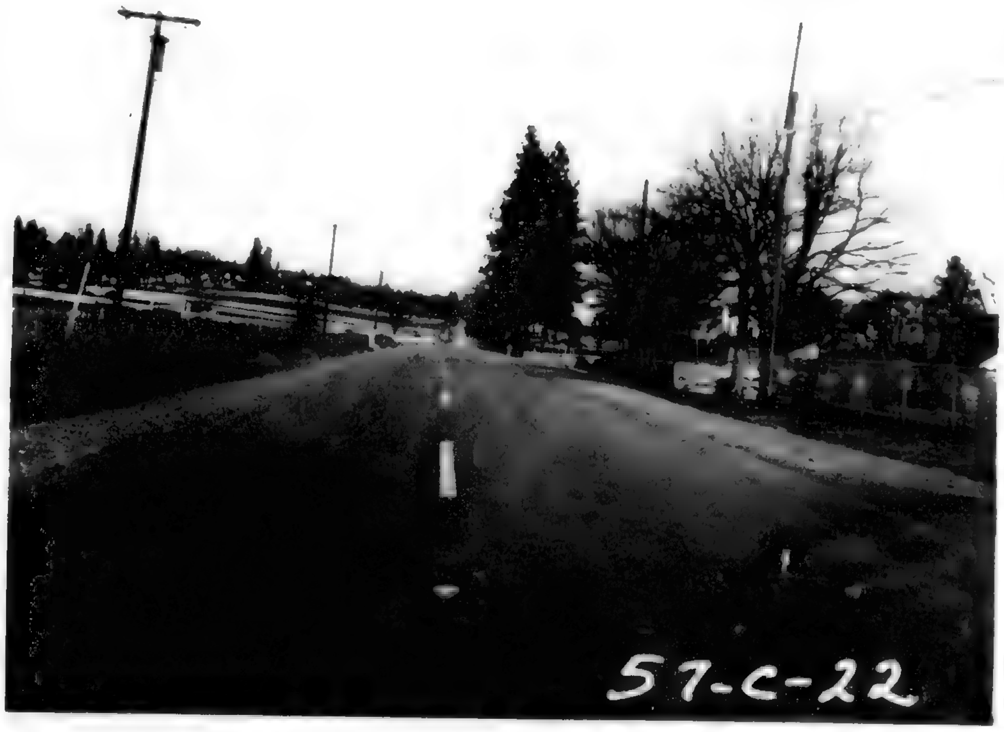
NOTED ON CARD
cm

1957 + 1959

**FAS** 274 **County** Jackson **Contract No.** [illegible]

**Section** [illegible]

**Location** 59-C-[illegible]


57-C-22

57-C-23
57-C-24
25
57-C-118
57-C-117
57-C-116

1957 + 1959

1957 + 1959

57-C-118

57-C-117

1959

1957 + 1959

**FAS** 274 **County** Jackson **Contract No.** 5051

**Section** 57-C-116 } 59-C-22 } 0.17 mi. W. of E End of Project

**Location** 57-C-117 } 59-C-23 } 0.85 mi W. of E End of Project

57-C-118 } 59-C-24 } 1.75 W of E. End of Project

57-C-1[illegible] 59-C-25 E. St [illegible]

[illegible]

[illegible] - 214

57-C119

RECEIVED
DEC 18 1958
FOR FILING

[illegible]

5051

Dec. 17, 1958

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 5051, for grading and paving on the Ross Lane-Jacksonville Section of the Crater Lake Highway-Jacksonville Road in Jackson County, was completed by the contractor, Glen Ousley Construction Company, on Oct. 21, 1958, and was formally accepted by the Highway Commission on Dec. 11, 1958.

Final payment in the amount of $4,835.17 will be released to the contractor on or after Dec. 27, 1958. The total contract amount is $161,696.28, of which amount $309.40 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Robert Cross, Insurance
111 East Broadway
Eugene, Oregon

Form E-1-

A

2-182 (2)
5051

## OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

## FOR CONSTRUCTION PROJECTS ONLY

| | | | |
|---|---|---|---|
| | | For Week Ending | 24 Oct 58, 19 |
| Section | Ross Lane - Jacksonville | Kind of work | grading, paving |
| Highway | Crater Lake Hwy - J'Ville Rd County Jackson | Section prefix | 515-1058 |
| Contractor | Glen Ousley Construction Co | Contract number | 5051 |
| Date of contract | 16 Sept 57, 19 | Specified work days | 130 |
| Date work started | 16 Sept 57, 19 | Work days used | 128 |
| Project authorization | $ 177,641.14 | Per cent of time elapsed | 98.5 % |
| Exclusive of engineering | $ 165,009.16 | | |

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . . . . . . . $ 161,712.48

Estimated per cent overrun or underrun . . . . . . . . . . . . underrun 2 %

Per cent of contract completed, based on total contract price . . . . . . . . . . 100 %

Engineering authorization . . . . $ 12,632.28

Engineering cost to date $ 15,600, 123.5 %    Date project was completed 21 Oct 58, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contracter working on shoulders and driveways on Monday and Tuesday.

Called Paul Rynning, County Engr on Tuesday; County has accepted project.

F B Klaboe, Field Construction Engr, in area on Wednesday.

J F Putnam, Asst Div Engr, in area on Thursday.

Project completed; awaiting approval of Division Office

THIS IS A FINAL REPORT.

CONSTRUCTION DIVISION
RECEIVED
OCT 27 1958
NOTED-- ☒ ☒ ☒ ☐ ☑
CE ACE ACE COE

Noted
M. N. Juve

Signed Jack C. McCormick Res Engr

Address Medford

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 2.35 | 2.35 |  | 2.35 | 2.35 |
| Miles partially completed | 2.35 | 2.35 |  | 2.35 | 2.35 |
| Miles completed | 2.35 | 2.35 |  | 2.35 | 2.35 |
| Total estimated quantities (contract) | 27,700 | 36,700 |  | 270 cy<br>44 ton | 6,000 |
| Total quantities corrected to date | 26,721 | 35,468 |  | 270 cy<br>44 ton | 5,847 |
| Estimated quantities moved or placed to date | 26,721 | 35,468 |  | 277 cy<br>41 ton | 5,847<br>340 |
| Average daily quantities | 0 | 15 |  | 136 cy<br>20 ton | 6 340 |
| Average daily quantities necessary to complete project on time | 0 | 0 |  | 0 | 0 |
| Number shifts per day | 0 | 1 |  | 0 | 0 |
| Hours per shift | 0 | 8 |  | 0 | 0 |
| Average force on project for week | 0 | 3 |  | 0 | 0 |

|  |  |
|---|---|
| Men | 3 |
| Supervision | 1 |
| Men and trucks under 3 tons | 1 |
| Men and trucks over 3 tons | 1 |
| Men and tractors |  |

Equipment used during week: Shovels .........., Power graders ...1..., Rollers ...1..., Mixers .........., Crushing or screening plants ..........

Compressors ............, Bulldozers ............, Compaction rollers ............, . . . . ............, . . . . ............, . . . . ............

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | rain |  |  |
| Monday | fair |  |  |
| Tuesday | fair |  |  |
| Wednesday | showers |  |  |
| Thursday | fair |  |  |
| Friday | fair |  |  |
| Saturday |  |  |  |

FORM -123-X 25M 5-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
Harold C. Ayres

RECEIVED
SEP 10 1958
ENGINEER
COUNTY & [illegible] S

September 15, 1958

Mr. G. W. Kellington
Attorney at Law
201 U. S. National Bank Building
Medford, Oregon

Re: FAS Project, Jackson County
FAS 274

Dear Mr. Kellington:

I still have for reply your letter of August 18 with respect to the claim of your client Mrs. Rose Rippey of 402 North Oregon Street, Jacksonville, Oregon. I apologise for not answering your letter sooner but upon my return to Salem I had a two weeks vacation and after I returned to the office things were rather stacked up, so this is the first time I have had a real opportunity to investigate the same. According to our records North Stage Road, to which you refer, is a county road all the way into Jacksonville and its connection with the State Highway in that city.

Pursuant to the Federal Aid Road Act the County had this section of county road placed on the Federal Aid Secondary System so that Federal Aid funds would be made available, along with state and county funds, for the improvement of the same. It is my understanding that although this county road is partially within the city, which is not unusual, that the grade was established by the county and has been maintained by the county as a county road.

It would appear to me, therefore, as a curbstone opinion, that your client, under ORS 373.040, would not have a cause of action against either the county or state inasmuch as the statute only grants a cause when the change of grade, if any, is on a street that has been established or maintained by the consenting city. I have also been informed that no consent was given by the city to the State or County to change the grade and, of course, no consent was necessary since the road involved was a county road and the grade was established and maintained by the county.

Inasmuch as your claim involves a county road, I am taking the liberty of forwarding a copy of your letter to me, as well as a copy of this reply, to Mr. Paul Rynning, the County Engineer, so that you can, if you desire, discuss the matter further with him or the District Attorney. I trust that this will answer your question as to the type of road involved

NOTED
C. G. SWENSON

and, at least, for what it is worth, my feelings as to the liability of the state or county for its improvement.

Very truly yours,

FRANK C. McKINNEY
Chief, Office Section

FCMcK:RN
cc: Mr. L. I. Lindas
Mr. Paul Rynning
Mr. Clarence Swenson ✓

September 15, 1958

RECEIVED
SEP 16 1958
ENGINEER
COUNTY & CITY RELATIONS

Mr. Paul Rynning
Jackson County Engineer
Jackson County Court House
Medford, Oregon

Re: FAS Project, Jackson County
FAS 274

Dear Mr. Rynning:

On August 15 I was discussing some state business in Medford with the law firm of Roberts, Kellington & Branchfield. At that time Mr. Kellington requested me to inform him as to the status of the North Stage Road which was improved under the above mentioned FAS project. I asked Mr. Kellington to place his request in writing so that I would know all of the facts and he did so in his letter of August 18, a copy of which I am enclosing herewith. I am also enclosing herewith a copy of my reply to his letter for your file and information.

I did not mention to Mr. Kellington that there is an agreement between the County and State, dated the 27th day of June, 1957, in which the County agreed to hold the State harmless from any judgments or damages resulting from a change in grade occasioned by the project, if such claims were made or allowable.

As mentioned to Mr. Kellington in my letter, however, I do not believe that he has a cause of action inasmuch as the statute, ORS 373.020, specifically refers to changing the grade of any street that is established or maintained by the city. It is my understanding from our City-County Relations that the road involved is a county road, that the grade was established and has been maintained by the County and as a result it was not necessary for the county to obtain any agreement with the city to change the grade, if in fact such a change occurred.

The term "consent" in the statute is rather vague, and I assume that consent could be oral, providing the city records show it was acted upon at a city council meeting, as well as written, providing the city in fact either established the grade or maintained it before the change occurred.

Since your present District Attorney, Mr. Reeder, was a former Assistant Attorney General with the State Highway Department, I am sure he

NOTED
C. G. SWENSON

is well acquainted with this statute and knows that before a cause of action can accrue the claimant must comply with all of the requirements in the statute. He also is probably acquainted with the Supreme Court Case of DePhillips v. State Highway Commission, which is reported in the Oregon Advance Sheets, Volume 60, No. 8, dated March 23, 1955.

It is my understanding that this project has not been completed and the contract accepted and I might point out that under Section 4 of the Statute if Mr. Kellington wishes to file an action, he would have to do so within six months after the contract completion is accepted by the county.

If I can be of any further assistance on this matter, do not hesitate to have Mr. Reeder write to me and if I hear any more from Mr. Kellington I will keep you advised.

Very truly yours,

FRANK C. McKINNEY
Chief, Office Section

FCMcK:R
ENCL.
cc: Mr. L. I. Lindas
Mr. Clarence Swenson ✓

RECEIVED
[illegible] 1958
FOR FILING
[illegible]
5051

August 21, 1958

Mrs. Ross Rippey
402 North Oregon Street
Jacksonville, Oregon

Dear Mrs. Rippey:

Pursuant to your recent letter, I have had our Division Engineer contact you regarding the change of grade as the same affects the north part of your property along Oregon Street. He has reported to me that there has been no significant change of grade, merely minor adjustments necessary to a uniform riding surface.

The widening of Oregon Street has, of course, given an appearance of a higher fill due to the lower ground at the toe of the fill. I do not feel that there are any damages to your property that are compensable by the Highway Department.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Jackson County Court
Courthouse
Medford, Oregon

Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. D. Morgan

LHY:jc. fn

FORM E-30X—37,500—8-57—1477

**OREGON STATE HIGHWAY DEPARTMENT**

Roseburg, Oregon
Aug. 19, 1958

INTER-DEPARTMENT CORRESPONDENCE

SUBJECT: Ross Lane-Jacksonville Section
Complaint by Mrs. Ross Rippey

To:
L. H. Young
Asst. Construction Engineer
Salem, Oregon

As a follow up on my report dated August 8, 1958, regarding the complaint of Mrs. Ross Rippey, 402 North Oregon Street in Jacksonville, that the street grade had been misrepresented to her, I forward herewith a roll of typical cross-sections which show the ground line before reconstruction and the grade line after reconstruction. Attached also is a sketch map showing the Rippey property, which has two buildings thereon, in relation to the center line of Oregon Street in Jacksonville.

The basis of Mrs. Rippey's complaint was that the slopes to the shoulder of the highway were considerably higher and difficult to negotiate than the previous ones. Cross-section submitted herewith indicates that the grade change varied from 3-inches to 13-inches past the Rippey property. As stated in my report of August 8th, Mrs. Rippey was advised that the slight change in grade was nothing more than normal adjustment of the highway in front of her property. We could not, therefore, recommend any basis for her claim of damage.

F D Morgan

F. D. Morgan
Division Engineer

dls
encls.

CONSTRUCTION DIVISION
RECEIVED
AUG 20 1958
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

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AUG 11 1958
FOR FILING

FORM E-30X—27,800—2-57—1477

3162 (4)

5051

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Aug. 8, 1958

To:
L. H. Young
Asst. Construction Engineer
Salem, Oregon

SUBJECT: Ross Lane-Jacksonville Sec.
Complaint by Mrs. Ross Rippey

In conformance with your request, I contacted Mrs. Ross Rippey, 402 North Oregon Street in Jacksonville, regarding her complaint that the State grade was misrepresented to her. We explained to her the conditions prior to and after construction of the new grade past her property.

The main reason for her complaint derives from the fact that the original road sloped gently into her property. The new grade being wider and some 4 inches to a foot higher forms a steep bank across the northerly side of their property. She had no desire that we lower the grade past her property, which would involve considerable expense and work, but was seeking some recourse for imaginary damage to her property.

We, therefore, advised her that the highway had been planned and approved by Jackson County officials, that no new right of way was purchased from the Rippeys and that the slight change in grade was nothing more than normal adjustment of the highway in front of her property. We could not, therefore, recommend any recourse for her claim of damage.

I will send in some enlarged cross-sections of the reconstructed road in front of the Rippey property so that you may be more familiar with the minor change that we have performed in front of her property. Your own letter indicated to her that there was no recourse that the State Highway Department had which would compensate her for damages. This letter satisfies your statement that she would be contacted by a representative of this office.

COOPER

F D Morgan
F. D. Morgan
Division Engineer

dls

CONSTRUCTION DIVISION
RECEIVED
AUG 11 1958
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

RECEIVED
AUG 5 1958
FOR FILING
3102(-1)
5051

August 5, 1958

Mrs. Rose Rippey
Post Office Box 294
Jacksonville, Oregon

Dear Mrs. Rippey:

I have your letter of August 2 in which you make complaint as to the condition of the driveway constructed to your property in Jacksonville.

The construction project to which you refer has been seriously delayed by weather and by disagreement over wages and working conditions between the Associated General Contractors and various labor organizations. We realize that this has created a hardship with the local residents; however, it is beyond our control and we are hopeful that progress can be resumed on this and other projects in the immediate future. This job is being done by the State Highway Department on a county road, using federal, state, and county funds on plans approved by Jackson County. The County also acquired right of way where necessary.

I am asking our Division Engineer or his representative to call on you and see whether the problems which the construction has created cannot be resolved. Construction work is always difficult to live with, and I am sorry that you have been inconvenienced; however, it is very difficult to make improvements such as this without some disruption. I realize that this has been quite aggravating due to the long delays.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. D. Morgan

FC:me fn

Jacksonville Ore.
Aug 2-1958

Gentlemen

I am writeing in regards to the condition of the highway in front of my property in the city limits of Jacksonville Ore.

The grade is such that my drive way is so low below the street that is has created a hazardous condition to enter or leave my home.

When they started work on the hi-way they told me it would be about four inches higher which was O.K, but it is over two feet higher. and when finished will be higher.

Your very truly

Mrs Rose Rippey
402 N. Oregon St
Jacksonville
Oregon.

RECEIVED
AUG 4 - 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

FORM E-30X—37,500—8-57—1477

Rogue

**OREGON STATE HIGHWAY DEPARTMENT**

Roseburg, Oregon

August 1, 1958

INTER-DEPARTMENT CORRESPONDENCE

To: Tom Edwards
Construction Engineer

SUBJECT: Road Approaches
Ross Lane-Jacksonville Project
Contract No. 5051

On July 29th, as directed, I checked the layout and adequacy of the approaches on the Ross Lane-Jacksonville Project, Contract No. 5051 and late that same day talked to Mr. Barbee in your absence concerning them. I found that three (3) approaches were unsurfaced but are at this time suitable for travel. A few were somewhat narrow at their intersection with the shoulder. Grades of all approaches were apparently proper or as good as could be obtained because of short distances between the shoulders, the irrigation ditch bridges, and etc.

In general the approaches were about right. It is my opinion that a considerable part of the dissatisfaction of people along side the project is due to the fact that the jobhas been progressing very slowly and at the present time is stopped because of the strike. The County Court was contacted and the long time required to complete the project was their main objection. There was some comment that the project had higher standards than was necessary but they stated that if correct it was not our fault, but their own. They also informed me that they were threatened with a suit because of grade change at Sta. 9 in the City of Jacksonville. In checking this I find that the County itself took the responsibility for an agreement with the City and did not actually obtain one.

Resident Engineer McCormick was instructed to see that each driveway was proper and adequate and also was told to secure surfacing on those unfinished at the earliest possible date. He will also contact those people known to be dissatisfied and work out solutions with them.

L R Chandler

L. R. Chandler
Ass't Division Engineer

sc

CONSTRUCTION DIVISION
RECEIVED
AUG - 4 1958
NOTED--☐☐☐☐☐
CE ACE ACE COE

Mrs. L. E. Hamilton
Route 2, Box 468
Medford, Oregon

Dear Mrs. Hamilton:

In response to your letter of July 17, 1958, I discussed with the State Highway Engineer, Mr. W. C. Williams, the matters brought up by you, and he informs me that the project passing your property is the Ross Lane-Jacksonville Section, which was requested by Jackson County to be constructed with funds on a cooperative basis between the Federal Government, the State, and the County. The project was contracted in the fall of 1957 in order to bring it to an orderly completion as early as possible in 1958; however, differences between the contracting industry and the unions resulted in a strike in May and again in July. The last strike is still not settled. During the intermission between the two strikes an extremely wet, unseasonable stretch of weather prevented any major accomplishment.

Mr. Williams assures me that this project will be completed in a good and workmanlike manner, and, in fact, the placing of the surfacing material had been started when the second strike occurred. We are sincerely hopeful that it will soon be settled, so that the project can be brought to final completion.

I have been assured that the drainage and approach will be made satisfactory prior to acceptance of the project from the contractor.

RECEIVED
JUL 18 1958
EXECUTIVE DEPARTMENT

Mrs L. E. Hamilton
Rte 2 Box 468
Medford Oregon

July 17, 58

Gov. R. D. Holmes.

Dear Sir:

As a last resort I'm appealing to you for fair play here in Jackson County on the Old Stage Road being rebuilt.

I have talked to the county commissioner Wendt contractor Glenn Oxley & the State Highway man McCormick.

They have graded & drained water to go by our place but made no ditch or other preparation to care for the run off which carries all of the washed granite onto our place & water washes & stands on my garden Have asked for a wider and decent approaches to the place but to no advail. They are giving me a ride on a merry go round by passing the buck

They have half heartly made approches all along this stretch of highway frankly its a shame and disgrace to see the slip shod work that they have done They have laid some tile. put a load of granite on it and called it an approach other places just a load of granite no rock on top of it to hold it down.

Frankly don't private citizens have any rights when they put a high way pass our places when we never asked for it.

Frankly if these men had to live here they would do some thing about their property all they can think of is get the job done and get out. They have made more enimies along this highway then they have friends. Oh yes they promised us decent approaches and haven't full filled their promises.

I talked to Scott Hamilton last week & he told me the County had money enough all so the men and equipment to have done the job them selves so to say the aide of federal & State. [illegible] letter is to long now!

Sincerely
Mrs. L. E. Hamilton

RECEIVED
JUN 13 1958
FOR FILING
S-LC(4)
5051

June 13, 1958

Neff, Frohnmayer and Lowry
Attorneys at Law
700 Cooley Theatre Building
Medford, Oregon

Attention Mr. Ervin B. Hogan

Gentlemen:

Your letter of June 4, regarding payment for the relocation and/or adjustment of certain of the water facilities belonging to the City of Jacksonville made necessary by the reconstruction work on the Ross Lane-Jacksonville Road Section, has been referred to this office.

In this connection, I wish to advise that we have an agreement with Jackson County which makes provision for the County to furnish any necessary right of way or provide for the relocation or reconstruction of utilities, including water, sewer, gas, and electricity, along with appurtenant conduits, pipes, poles, and so forth, and to provide for any necessary change in grade.

In view of our agreement with the County, the State has no obligation to pay for the adjustment of these facilities, and it is my suggestion that you contact the County Court and discuss it with the members.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Jackson County Court
Jacksonville City Council
bc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. D. Morgan

LHY:jc hi

FORM E-30X—37,500—8-55—36655

Roseburg, Oregon
June 9, 1958

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

L. H. Young
Ass't Construction Engineer

SUBJECT: Adjustment of water facilities by City of Jacksonville Ross Lane-Jacksonville Road Section, Jackson County

To:

Enclosed find copies of letters from Neff, Frohnmayer, and Lowry, attorneys for City of Jacksonville, and Jack McCormick concerning the request for reimbursements for expenses incurred by the City of Jacksonville for changes in their municipal water system necessitated by the subject grade project. Included also are estimates for additional work that the City of Jacksonville represents as necessary changes to their system.

We did enter into an agreement with the Jackson County Court prior to beginning this project. Paragraph III, Page 4, refers to the payment of damages for changes in grade and to Oregon Law 373-040 as amended by Chapter 490, Oregon Laws 1955. I do not believe that this paragraph covers such a claim as this as it refers to damages to abutting property only. On Paragraph VII, Page 5 of said agreement appears the statement that the County will cause all utility facilities to be removed or relocated if under stature they have the right to control and regulate said facilities.

We did not enter into an agreement with the City of Jacksonville concerning changes in grade and ultimate revamping of their water system. I do not know whether in this case where we were building a County Road for the County such an agreement is required or not.

The City of Jacksonville is claiming expenses for relocation of the water connection in the amount of $452.49. They further claim that it is now necessary to move back several fire-hydrants at a cost of $732.00. The final claim is for lowering a 4" cast iron main at Sta. 19+30 and Sta. 20+80 at a cost of $225.00. The total claim amounts to $1409.49. McCormick recommends that the lowering of the line at a cost of $225.00 is unnecessary as we will provide 22" of cover.

CONSTRUCTION DIVISION
RECEIVED
JUN 10 1958
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

Prior to submitting these claims to us, the City contacted the County and requested that the County reimburse them for these costs. Reimbursement was turned down by the County with the statement that since the City of Jacksonville was receiving an improved street at no cost it would be their obligation to take care of all the adjustment of the utilities necessary.

The agreement between the State and County states that the State and the County split the costs of the project between the cost of the project up to $133,000.00 and that amount contributed towards the cost of the project by the Federal Government. Everything in excess of $133,000.00 shall be paid solely by the County. The project authorization for this project amounted to $177,641.14, well above the $133,000.00 mentioned above. It appears to me that any costs reimbursed to the City of Jacksonville will be paid for entirely by the County. In view of these facts I recommend that the State City and County Relations Board make suitable agreement with Jackson County as to the method of handling these claims. Perhaps it was an oversight that no agreement with Jacksonville was negotiated. I further recommend that if Jackson County stands firm on its decision to not reimburse the City of Jacksonville for the above mentioned costs we deny the request.

F. B. Klaboe
Ass't Division Engineer

sc
Enc.

cc: Jack McCormick

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
6 June 1958

SUBJECT: Adjustment of Water Facilities
by City of Jacksonville
Ross Lane - J'Ville Rd Sec
Crater Lake - J'Ville Rd
515-1058

To: Mr F D Morgan
Division Engineer
Roseburg, Oregon

Attn: F B Klaboe

The City of Jacksonville has submitted the attached letter and Estimate of Cost on the adjustment of their water facilities due to the construction on the above-mentioned project.

They are requesting that some re-imbursement be made for the expenses incurred.

The County's stand on the subject is that the City of Jacksonville will receive an improved street at no cost other than that of adjusting their facilities and the City should stand the cost of same.

The water services and connections mentioned in their letter were only 3" to 4" under the surface of the old roadbed and no one could give the location of them, so there was no way they could be protected.

The fire hydrants (Items 1 and 2) fall within 1' or 2' of the ditch line and should be lowered or moved back.

Item 3 could be eliminated as there will be approximately 22" of cover over the main when finished grade is reached. This should be sufficient. The main is also located in the shoulder line 12' left of center line at this point.

I recommend that if it is possible we participate in the adjustment of water services and fire hydrants.

Jack C McCormick
Resident Engineer

JCMc/f
Att

FORM 830—50M—6-56—06884

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
6 June 1958

SUBJECT Adjustment of Water Facilities
by City of Jacksonville
Ross Lane - J'Ville Rd Sec
Crater Lake - J'Ville Rd
515-1058

To: Mr F D Morgan
Division Engineer
Roseburg, Oregon

Attn: F B Klaboe

The City of Jacksonville has submitted the attached letter and Estimate of Cost on the adjustment of their water facilities due to the construction on the above-mentioned project.

They are requesting that some re-imbursement be made for the expenses incurred.

The County's stand on the subject is that the City of Jacksonville will receive an improved street at no cost other than that of adjusting their facilities and the City should stand the cost of same.

The water services and connections mentioned in their letter were only 3" to 4" under the surface of the old roadbed and no one could give the location of them, so there was no way they could be protected.

The fire hydrants (Items 1 and 2) fall within 1' or 2' of the ditch line and should be lowered or moved back.

Item 3 could be eliminated as there will be approximately 22" of cover over the main when finished grade is reached. This should be sufficient. The main is also located in the shoulder line 12' left of center line at this point.

I recommend that if it is possible we participate in the adjustment of water services and fire hydrants.

Jack C McCormick
Resident Engineer

JCMc/f
Att

OTTO J. FROHNMAYER
PHILIP S. LOWRY
ERVIN S. HOGAN
W. V. DEATHERAGE

PORTER J. NEFF
RETIRED 1956

TELEPHONE SPRING 2-7117

NEFF, FROHNMAYER & LOWRY
ATTORNEYS AT LAW
300 [illegible] THEATRE BUILDING
MEDFORD, OREGON

June [illegible], 1958

State Highway Commission
Box 1122
Medford, Oregon

Attention: Jack McCormick

Gentlemen:

As you may know, we are attorneys for the city of Jacksonville. We have been asked by the city council to contact you with reference to the expense which has been and will be incurred by the city as a result of the relocation of that portion of the Ross Lane - Jacksonville section of the Crater Lake Highway - Jacksonville road -- project #5-338 (2) which lies within the city limits of the city of Jacksonville.

As a result of the relocation, it has been necessary to relocate certain of the water services and connections on the highway from California Street to the north city limits, and the city has incurred expenses in this connection as follows:

| | | |
|---|---|---|
| 180 feet 3/4" copper pipe at 50¢ per foot | $90.00 | |
| 7 corporation stops at $3.03 each | 21.21 | |
| 12 union brass at $1.10 each | 13.20 | |
| 4 angle meter stops at $3.37 each | 13.48 | |
| 6 brass straight couplings at $1.10 each | 6.60 | $144.49 |
| 100 man hours labor at $1.50 per hour | $150.00 | |
| 65 man hours labor at $2.00 per hour | 130.00 | 280.00 |
| Back hoe rental | 28.00 | 28.00 |
| | | $452.49 |

In addition the city has been advised by Mr. Robert Lee, of the Medford Water Department, that the following work will have to be done in order to properly protect the mains and fire hydrants owned and operated by the city:

1. Move back fire hydrants on Oregon Street at C, D, and F Streets and approximate station 24 + 50

| | | |
|---|---|---|
| Labor | $280.00 | |
| Materials and supplies | 52.00 | |
| Transportation and equipment | 80.00 | |
| | | $412.00 |

2. Move back and lower fire hydrants on Oregon Street at approximate stations 17 + 80

| | | |
|---|---|---|
| Labor | $210.00 | |
| Materials and supplies | 60.00 | |
| Transportation and equipment | 50.00 | |
| | | 320.00 |

3. Lower 4" cast iron water main from approximate stations 19 + 50 to 20 + 80

| | | |
|---|---|---|
| Labor | $144.00 | |
| Materials and supplies | 5.00 | |
| Transportation and equipment | 76.00 | |
| | | 225.00 |
| | | $957.00 |

Mr. Lee's estimate of the cost of the work is set out above.

The plans and specifications for that part of the project lying within the city limits were never submitted to the city council or any other city official for their approval. It was not until the construction work had been in progress for a considerable period of time that the city learned that it would be necessary to do the work above mentioned as a result of the new grade established for the highway. Under these circumstances, the city council feels that the cost of relocating the water mains and appurtenances should properly be considered as a part of the cost of the entire project and should be borne by the county, state and federal governments in the same proportion as the other costs incident to the project.

The city council will appreciate your early attention to this matter. If you have any questions, please do not hesitate to let us know.

Yours very truly,

NEFF, FROHNMAYER & LOWRY

By

EBH:llb

cc: Jackson County Court

Contract No. 5051

| | | |
|---|---|---|
| Monthly Transaction No.<br>11-29 | Form -2<br>(5-28-57) U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | State<br>**Oregon** |
| Project Report No. | | County<br>**Jackson** |
| | **FEDERAL-AID PROJECT AGREEMENT** | Project No.<br>**S-338(2)** |

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1957
FOR FILING

5051

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
**2.4 miles north of Jacksonville(Jct. FAS 268) (a county road).**

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | | |
| Rights-of-Way | | |
| Construction | 6/7/57 | 2.4 |
| Other *(Specify)* | | |

**FUNDS**

| | |
|---|---|
| Estimated total cost of project<br>$ 172,923.85 | Federal funds<br>$ 79,800.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY COMMISSION**
(Official name of Highway Department)

By Chas H Reynolds
**Chairman, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C H Tolk
Division Engineer

Date executed by
Division Engineer November 13, 1957

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11169

## PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Ross Lane - Jacksonville Section -
Crater Lake Hwy - Jacksonville Road
Jackson County

NATURE OF WORK:

Grade and Pave

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5051 5051 Glen Ousley Const. Co. 9-16-57

DATE OF COMPLETION: 130 Workdays from 9-26-57

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. S-338(2)

## ROSS LANE-JACKSONVILLE SECTION OF THE CRATER LAKE HIGHWAY-JACKSONVILLE ROAD IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon September 25, 1957

Type Code 6201
Roadway (Sta. 0+22 to Sta. 124+55)(Contract No. 5051)

| | | | |
|---|---|---|---|
| Clearing and Grubbing | All Required | | $ 8,250.00 |
| Drainage Excavation, Unclassified | 470 cu. yds. | $ 3.00 | 1,410.00 |
| General Excavation, Unclassified | 27,700 cu. yds. | .40 | 11,080.00 |
| Short Overhaul | 56,000 yd. stas. | .01 | 560.00 |
| Long Overhaul | 1,060 C-yd. stas. | .40 | 424.00 |
| Finishing Roadbed and Slopes | 2.35 miles | 500.00 | 1,175.00 |
| Rounding Cutbanks | 1,800 lin. ft. | .15 | 270.00 |
| 18-inch Corrugated Metal Pipe | 16 lin. ft. | 4.75 | 76.00 |
| 48-inch Corrugated Metal Pipe | 22 lin. ft. | 22.00 | 484.00 |
| 54-inch Corrugated Metal Pipe | 70 lin. ft. | 25.00 | 1,750.00 |
| 12-inch Concrete Pipe | 1,200 lin. ft. | 1.85 | 2,220.00 |
| 18-inch Concrete Pipe | 460 lin. ft. | 4.00 | 1,840.00 |
| 30-inch Concrete Pipe | 50 lin. ft. | 8.00 | 400.00 |
| 36-inch Concrete Pipe | 180 lin. ft. | 10.00 | 1,800.00 |
| 72-inch Arch Type Corrugated Metal Pipe | 60 lin. ft. | 37.50 | 2,250.00 |
| 12-inch Sewer Pipe | 270 lin. ft. | 1.85 | 499.50 |
| 8-inch Concrete Siphon Pipe | 80 lin. ft. | 1.50 | 120.00 |
| Concrete End Basins | 2 only | 80.00 | 160.00 |
| Concrete Catch Basins | 2 only | 90.00 | 180.00 |
| Concrete Headgates | 1 only | 200.00 | 200.00 |
| Selected Roadbed Topping | 18,800 cu. yds. | 1.30 | 24,440.00 |
| Coarse Crushed Material in Base | 14,000 cu. yds. | 2.50 | 35,000.00 |
| 3/4" - 0 Material in Base | 3,900 cu. yds. | 2.85 | 11,115.00 |
| Sprinkling | 1,230 M-gals. | 2.50 | 3,075.00 |
| Preparation of Base | 2.35 miles | 300.00 | 705.00 |
| 3/4" - 0 Material in Binder Course | 270 cu. yds. | 4.00 | 1,080.00 |
| RC-3 Asphalt in Binder Course | 44 tons | 60.00 | 2,640.00 |
| Class "B" Asphaltic Concrete | 6,000 tons | 7.25 | 43,500.00 |
| | | | $156,703.50 |
| Flagging, (57½% of Contractor's Cost) | | | 500.00 |
| Subtotal | | | $157,203.50 |
| 10% Engr. & Cont. | | | 15,720.35 |
| Total | | | $172,923.85 |

| | |
|---|---|
| Length of Roadway | 2.349 miles |
| Length of 1 Structure | 0.005 mile |
| Total Length | 2.354 miles |
| Cost of Roadway Per Mile | $ 73,615.94 |

| | |
|---|---|
| Federal Funds | $ 79,800.00 |
| State Funds | 26,600.00 |
| County Funds | 66,523.85 |
| | $172,923.85 |

State Funds for Const.: Chap.175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939

Funds for Maint.: Chap. 529, laws, 1939

Note: Necessary funds have been deposited by Jackson County with the Highway Department.

Form K-150—10M—6-57

W. R

NOTED
Harold C. Ayers

## INVOICE
# Oregon State Highway Department
SALEM, OREGON

Jackson County
Medford, Oregon

Attn: County Court

Invoice No. 52650

Date September 20, 1957

Your Req. No.

Billing Request No. co 361

Credit Distribution: 515-1058-297

---

| | |
|---|---|
| Advance Deposit | 71,200.00 |
| Partial transfer county's share total cost. Ross Lane-Jacksonville Section, FAS 274, covered by agreement dated August, 1957. | 51,200.00 |
| To be retained | $20,000.00 |

NOTED
John F. Hagemann

NOTED
JOHN D. GRAHAM

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $..........

By..........

NOTED
C. G. SWENSON

State Printing 4306

NOTED
Harold C. Ayers

August 8, 1957

NOTED
John F. Hagemann

NOTED
J. R. JONES

Mr. Paul Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

Dear Mr. Rynning:

On August 8th the Highway Commission received a satisfactory bid from the Glen Ousley Construction Company of Eugene for constructing the Ross Lane-Jacksonville Section of FAS 274. As per the agreement between county and state, the following advance deposit is required from the county prior to awarding of a contract:

| | | | | |
|---|---|---|---|---|
| Bid Item | | | $156,703.50 | |
| Anticipated Additional Items | | | | |
| Flagging | $500 | | | |
| Construct cattle guard | 300 | | | |
| Move & reset mail boxes | 400 | | 1,200.00 | |
| 12-1/2% eng. & contingencies | | | 19,737.94 | |
| Estimated Total Cost......... | | | $177,641.44 | |
| County Advance Deposit | | | | |
| 20% of $133,000 | | = | $ 26,600.00 | |
| 100% of all over $133,000 | | = | 44,641.44 | |
| Total........................ | | | $71,241.44 | or say $71,200 |

Please make this deposit by means of a warrant or check payable to the Oregon State Highway Commission in the amount of $71,200, forwarding same to this office. Upon receipt of said deposit and a letter certifying that all right-of-way has been obtained, a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

Dep. Recd.
8/28/57
[illegible] 515-1058

NOTED
C. G. SWENSON

R/W ok. 9/13/57
Probert Notified
JFH:[redacted] JFH.

Cont. # 5051 9/16/57

NOTED
JOHN D. GRAHAM

RECEIVED
SEP 27 1957
FOR FILING

8-102 (4)

57

September 16, 1957

Glen Ousley Construction Co.
140 Tomahawk Lane
Eugene, Oregon

Gentlemen:

The State Highway Commission on August 8, 1957 accepted your proposal for grading and paving on the Rose Lane-Jacksonville Section of the Crater Lake Highway-Jacksonville Road in Jackson County for the sum of $156,703.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5051.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC Mr. R. G. Savage (SIAC)
Mr. Tom Edwards
Mr. S. H. Probert

fp
Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Wn.
Attn: Dorothy McCormack

NOTED
J. Mc C.

JACKSON COUNTY COURT

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

RECEIVED
SEP 13 1957

September 11, 1957

RECEIVED
1957
LEGAL DEPT.

Oregon State Highway Commission
Attention - Mr. Swensen
County and City Relations Engineer
Salem, Oregon

Re: Rights of Ways acquired for the Jacksonville-Ross Lane Section of F.A.S. #274.

Gentlemen:

Jackson County has completed securing and recording rights of way deeds for said section of highway as follows:

File # 26628 - Stella and Vivian Beach;
" 26630 - Ralph and Ruth Lawrence;
" 26631 - Ray and Frances Offord;
" 26632 - Jesse and Gertrude Dressler;
" 26633 - Marian Niedermeyer;
" 26634 - Melvin and Dorothy Hall;
" 26635 - John and Opal Niedermeyer;
" 26637 - Gerald and D'Ann Note (formerly Michael and Edith Beck)
" 26638 - Allyn and Dorothy Monroe (formerly Ralph and Elizabeth Norris)

File # 26636 - Chester and Anna Wendt - Jackson County has filed Condemnation proceedings in Circuit Court for the right-of-way through the Wendt property.

The Court regrets the delay in securing the transfers for this project, and trust that without further delay construction can begin.

Yours very truly,

County Judge

Chester H. Wendt
County Commissioner

R. A. James
County Commissioner

Project Notified
9/13/57
Will award
immediately

NOTED
C. G. SWENSON

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 788
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
**JACKSON COUNTY**
MEDFORD, OREGON

NOTED
Harold C. Ayers

August 22, 1957

NOTED
John F. Hagemann

Mr. C. G. Swenson
Engineer, County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Swenson: Re: FAS 274

The County worked hard to obtain rights-of-ways on the Jacksonville-Ross Lane section of FAS 274 and recorded a number of deeds accordingly. The title companies and the County assessor in checking the locations find a considerable error in describing the rights-of-ways across the six following:

| | |
|---|---|
| Melvin and Dorothy Hall | File #26634 |
| Marion Niedermeyer | File #26633 |
| Ray and Frances Offord | File #26631 |
| Stella and Vivian Beach | File #26628 |
| Ralph and Ruth Lawrence | File #26630 |
| Jesse and Gertrude Dressler | File #26632 |

Upon notification by them, I checked the map and find these properties tied to section corner common to Sections 19, 20, 29, and 30, Township 37 South, Range 2 West. I also note that the co-ordinate for this section corner shows North 6969.67 and East minus 176.88. From the descriptions furnished, the road lies approximately 350 feet west of where it should be and I assume that in making calculations, a plus east coordinate was used instead of the minus which would make a difference of 353.76 feet.

I called your office but was informed that both you and Mr. Hagemann were out of the city. I therefore contacted Mr. Sailing and he informed me that he would check the figures to find out where the error lies.

These errors now will require us to obtain correction deeds which may take several days after we get the descriptions. This should not take long, however, because terms have been made both between the seller and the County.

NOTED
C. G. SWENSON

RECEIVED
AUG 23 1957
[illegible]

It will be necessary to condemn property required from Chester and Anna Wendt. Mr. Wendt is a County Commissioner and by law, he is not permitted to sell to the County. The District Attorney is now instituting condemnation proceedings.

Very truly yours,

Paul B Rynning

Paul B. Rynning
County Engineer

PBR:sr

Revised descriptions sent to Rynning by Saling
8/22/57

NOTED
JOHN D. GRAHAM

RECEIVED
AUG 23 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED
Harold C. Ayers

FORM 230—12½M—8-55—66209

**OREGON STATE HIGHWAY DEPARTMENT**
**INTER-DEPARTMENT CORRESPONDENCE**

July 19, 1957
Salem, Oregon

**SUBJECT:** Option
Ross Lane-Jacksonville
Crater Lake Highway
Jacksonville County Rd.

**To:** C. G. Swenson
County-City Relations Engr.
OFFICE

Attached you will find 2 revised option forms in quadruplet covering right of way to be acquired in connection with Ross Lane-Jacksonville Section of the Crater Lake Highway (Jacksonville County Road) in Jackson County.

For your information, we have enclosed a copy of "Request for Revision Form". Please note that file 26629 has been cancelled.

Please have the County return at least a conformed copy of the signed options, executed deeds or other instruments in order that the Highway Engineers may be advised of the complete terms of each transaction.

We are attaching 2 prints of map number 8B-5-18 covering this area and bearing our date of July 16, 1957.

| | | | |
|---|---|---|---|
| 26628 | Stella W. & Vivian J. Beach | 0.33 | acre |
| 26630 | Ralph J. & Ruth A. Lawrence | 0.25 | " |

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

MM
blr
enc. 2 rev. options
2 map prints

cc: R. L. Porter

NOTED
C. G. SWENSON

RECEI
JUL 22 1957
ENGIN

Form E-303 2M 8-54

OREGON STATE HIGHWAY DEPARTMENT
**Construction Division**

Option File Numbers 26628,
~~26629~~, 26630
(Cancelled)

To Right of Way Checking Dept.

Request for Revision of:

R/W (✓) St. Pile ( ) Quarry/Gr. Pit ( ) Park ( ) Maint. ( ) Other

Request originated by Mr. Paul Rynning, Jackson County Engr. Date June 28, 1957

Request approved by J. P. Hall Date

Request canceled by Date

Section Ross Lane-Jacksonville

Highway Crater Lake Hwy-Jacksonville Road

Unit

County Jackson

A revision in the original description of the parcel noted to be purchased is necessary because: To avoid the necessity of obtaining by condemnation right-of-way from the orchard area along the east side of the road Between Stations 29 and 37

Files received by Checking Dept. Date JUL 15 1957

Description revised by Checking Dept. Date JUL 15 1957

Files returned to R/W Dept. Date JUL 15 1957

Copy to:

Edwards
Porter
Hall
Div. Engr.

State Printing 97148

FORM 230—12½M—6-55—98200

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

June 24, 1957
Salem, Oregon

**SUBJECT:** Option
Ross Lane-Jacksonville Sec.
Crater Lake Highway
Jacksonville County Rd.

**To:** C. G. Swenson
County & City Relations Engr.
OFFICE

NOTED
John F. Hagemann

Attached you will find 2 revised option forms in quadruplet covering right of way to be acquired in connection with Ross Lane-Jacksonville Section of the Crater Lake Highway-Jacksonville County Road in Jackson County.

Please have the County return at least a conformed copy of the signed options, executed deeds or other instruments in order that the Highway Engineers may be advised of the complete terms of each transaction.

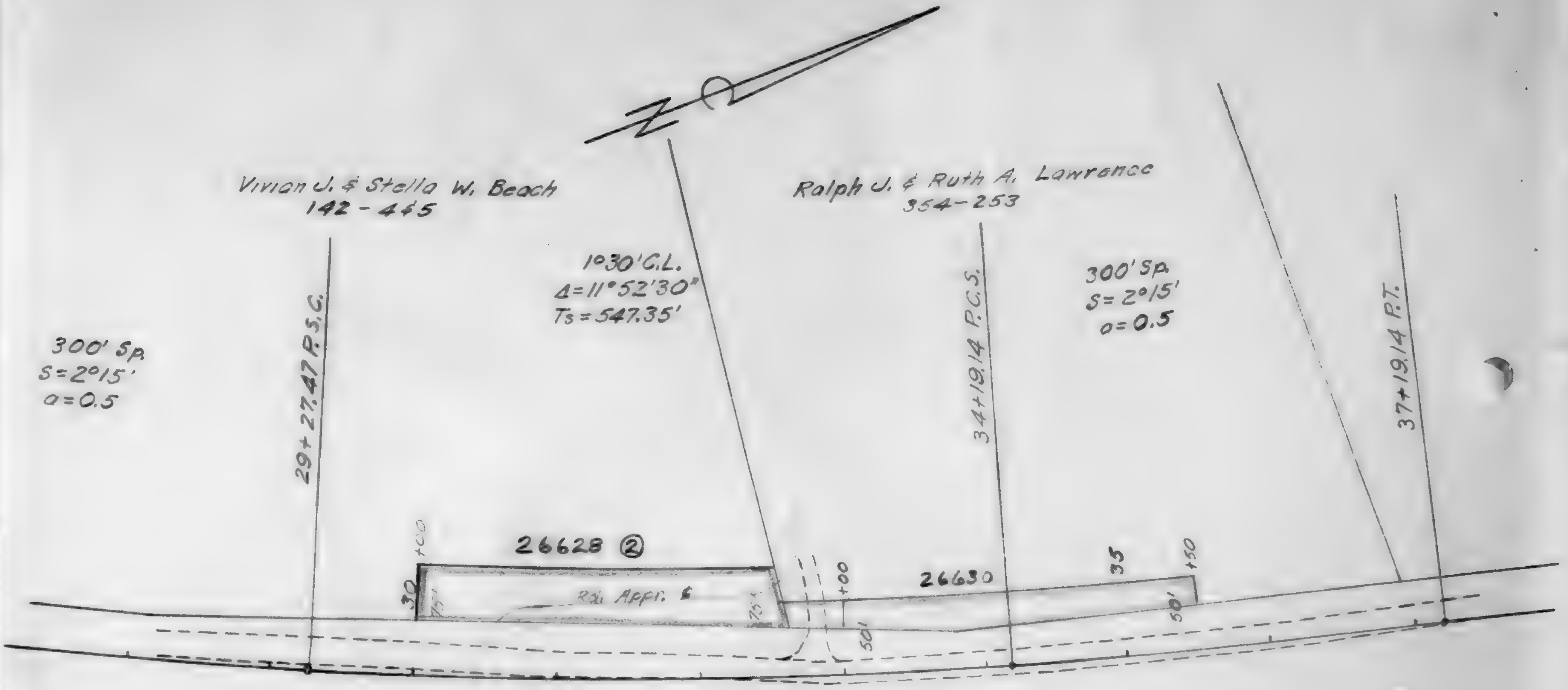
We are attaching 1 sketch covering this area and it bears our date of June 21, 1957.

| | | | | |
|---|---|---|---|---|
| 26628 | Vivian J. and Stella W. Beach | 0.14 | acre | p-1 |
| | | 0.22 | " | p-2 |
| 26630 | Ralph J. and Ruth A. Lawrence | 0.15 | " | |

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

MM
blr
enc. 2 rev. options
1 sketch

cc: R. L. Porter


N
Vivian J. & Stella W. Beach
142 - 445
Ralph J. & Ruth A. Lawrence
354-253
300' Sp.
S=2°15'
a=0.5
29+27.47 P.S.C.
1°30' C.L.
Δ=11°52'30"
Ts=547.35'
34+19.14 P.C.S.
300' Sp.
S=2°15'
a=0.5
37+19.14 P.T.
26628 ②
+00
30
75'
Rd. Appr. ℄
75'
+00
26630
35
+50
50'
50'

JUN 21 1957

SKETCH MAP OF ADDITIONAL
RIGHT OF WAY NEEDED
ROSS LANE-JACKSONVILLE SECTION
CRATER LAKE HIGHWAY-JACKSONVILLE ROAD
JACKSON COUNTY
SCALE 1"=100'

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
**JACKSON COUNTY**
MEDFORD, OREGON

June 17, 1957

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
John F. Hagemann

Attention Mr. John F. Hagemann

Dear Mr. Hagemann:

I received the option form for rights-of-ways for the F.A.S. 274 project.

To obtain an approach to the property of Ralph J. and Ruth A. Lawrence, Mr. McCormick informs me that an additional right-of-way must be obtained from Vivian H. and Stella W. Beach, in addition to some more from the Lawrences. Enclosed find sketch which he presented me and I would be pleased to have you send me a corrected description for Lawrence and also an additional description for option from Beach.

I do not have co-ordinates, ect., and therefore an unable to compute these descriptions.

My County Court has been very busy with budgets and I hope to break them loose within the next day or two and begin obtaining options required.

Very truly yours,

Paul B. Rynning

Paul B. Rynning
County Engineer

PBR:sr

Enclosure

NOTED
[illegible]

RECEIVED
JUN 18 1957

RECEIVED
JUN 18 1957
OREGON
STATE HIGHWAY COMMISSION

Floyd Scott will prepare descriptions
6/19/57

FORM 830—12½M—8-55—88209

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

June 14, 1957
Salem, Oregon

SUBJECT: Options
Ross Lane--Jacksonville Sec.
Crater Lake-Jacksonville Hwy.

To: C. G. Swenson
County & City Relations Engr.
OFFICE

NOTED
John F. Hagemann

Attached you will find 11 option forms in quadruplet covering right of way to be acquired in connection with Ross Lane-Jacksonville Section of the Crater Lake Highway--Jacksonville County road in Jackson County. This contract is scheduled for letting June 27, 1957.

Please have the County return at least a conformed copy of the signed options, executed deeds or other instruments in order that the Highway Engineers may be advised of the complete terms of each transaction.

We are forwarding, under separate cover, 5 prints of map number 8B-5-18 covering this area and bearing our date of June 12, 1957.

| | | | |
|---|---|---|---|
| 26628 | Vivian J. & Stella W. Beach | 0.14 | acre |
| 26629 | Roy G. & Nellie S. Smith | 0.06 | " |
| 26630 | Ralph J. & Ruth A. Lawrence | 0.13 | " |
| 26631 | Roy Offórd, Jr., & Frances N. Offord | 0.07 | " |
| 26632 | Jesse F. & Gertrude B. Dressley | 0.15 | " |
| 26633 | Marion Niedermeyer | 0.01 | " |
| 26634 | Melvin and Dorothy Hall | 0.2 | " |
| 26635 | John L. & Opal H. Niedermeyer | 1.4 | " |
| 26636 | Chester & Anna Wendt | 0.28 | " |
| 26637 | Michael & Edith Beck | 0.06 | " |
| 26638 | Ralph H. & Elizabeth M. Norris | 0.65 | " |

EFS
EARL F. SALING
Right of Way Office Manager

MM
blr
enc. 11 options

cc: R. L. Porter
cc: Larry Holt

NOTED
C. G. SWENSON

RECEIVED
AUG 9 1957
FOR FILING

S-102 (4)

5051

Maint. # 319
Finance #170

file

Salem, Oregon
July 25, 1957

FAS Project Agreements
Jackson County
FAS 274

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Jackson County covering the Ross Lane-Jacksonville Section of FAS 274.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and a fully executed copy of each has been sent to the County Court of Jackson County.

Secretary

rn
Attach.

REFERRED TO
BY SECRETARY

to file

FORM 530—50M—

AGENDA
JUN 27 1957

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21, 1957

SUBJECT: FAS Project Agreements
Jackson County
FAS 274

To: Mr. Forrest Cooper
OFFICE

Attached are three copies of a finance agreement covering the Ross Lane-Jacksonville Section of FAS 274. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on May 16, 1957.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm

Att.

4 copies of maint. & "A" [illegible]
1 " " Finance "

AUTHORIZED BY HIGHWAY COMMISSION
11-8-56 minute page 47
DATE 5-16-57 Minute Page 33
Secretary

Ⓐ
2 agreements
2 COPIES TO (of each)
BE SIGNED

(A)

FORM 8-126 SOM REVISED 2-52

COMMISSIONERS
BEN R. CHANDLER CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 19, 19[illegible]7
Central Point, Oregon

Subject: Decomposed Granite Pit, Located 1.5 Miles Westerly of Sta. 61 + 75 on the Ross Lane-Jacksonville Sect. of the Crater Lake Highway-Jacksonville Rd. in Jackson County.

Oregon State Highway Department
Salem, Oregon

I hereby grant permission to the State of Oregon or its represetatives( ( Contractors on RossLane-Jacksonville Section of the Crater Lake Highway - Jacksonville Road, Jackson County ) to enter and remove Decomposed Granite from a Decomposed Granite Deposit located in The S E 1/4 of Sec. 19, T 37 S., R 2 W. W. M. Jackson County,Oregon.

It being understood that the material is to be used on the above mentioned Project. The owner ( Virgil Andersen ) is to strip the overburden from said Deposit. Price to be $ 0.10 per Cubic Yard on a Royality Basis. Measurement to be Truck of Pit measure whichever the State may elect. Owner will provide access to Source.

Description of Property

Commencing at the north one-sixteenth section corner between Sections 19 & 20 in Township 37 South, Range2 West of th Wi M. in Jacson County,Oregon Thence North 89°42'West along the north boundry of the South Half of the Northeast Quarter of said section 19, a distance of 64.14 feet to a 3/4" iron bolt, ~~[illegible]~~ thence, South 2°09' East 1473.15 feet to a 3/4" iron bolt, thenc West1182.1 feet, for the true point of beginning: Thence North 48°34'20" West350.9 ~~feet to intersect the north and south~~ Center -line of said Section 19; Thence south 0°2[illegible]' East 1408.94 feet to the northwest corner of Government Lot One (1) of said Section 19; 1002.81 feet to a 3/4" iron bolt; Thence North 20°01'30" East 1252.93 feet to the True Point of Beginning.

Alson the Right of ingress and egress over and across a strip of land 60 feet wide following the exisisting roadways across the lands of the grantor describedin Volume 373 pages 3 and 4 fo the deed records of Jackson County, Oregon, to the Above described property.

Virgil O. Anderson

OREGON PROJECT S-335(1)
FAS 274

## RESOLUTION

WHEREAS, a county road in Jackson County, State of Oregon, known as the Crater Lake Highway-Jacksonville County Road, is routed through the County of Jackson, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Jackson County, the section adopted for improvement being more particularly described as follows; to wit:

From Ross Lane approximately 2.5 miles north of Jacksonville, southerly to FAS 268 in Jacksonville, a distance of 2.5 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Jackson will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Jackson County, Oregon, that no encroachments will be permitted on the county road known as the Crater Lake Highway-Jacksonville County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Jackson County, Oregon, this 19th day of June, 1957.

By:

County Judge

County Commissioner Chester H Hundt

County Commissioner R.A. James

ATTEST:
Bereth P. Hopkins
County Clerk
By Lydah Neil
Deputy

cc-12(1956)

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
May 27, 1957

Jacksonville - North
FAS 274, Jackson County

Mr. Tom Edwards
OFFICE

NOTED
John F. Hagemann

The field data for the subject named project has been examined and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

There is a total of $133,000 of FAS funds available for this project. The county will pay all costs in excess of this amount. Please advise this office of the estimated cost after the job has been reviewed.

Anything that can be done to expedite preparation of the right-of-way descriptions will be appreciated.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

cc: V. G. O'Neil
Frank Hall

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

MEMO TO J. W. NASH May 24, 1957

FAS 274, JACKSON COUNTY

TERMINI: From jct. with FAS 268 in Jacksonville, northerly 2.36 miles.
(S. Unit, Central Point-Jacksonville Section)

PROPOSED [redacted] WORK: Grade, drain, and construct 2-lane high type surface.

PROJECT LENGTH: 2.36 miles.

| COSTS: | Total | Federal | State | Other |
|---|---|---|---|---|
| CONSTRUCTION: | $190,000 | $79,800 | $26,600 | $83,600 (Co.) |

EXISTING FACILITY:
ROADWAY: 16' oiled surface with 2' shoulders. No substandard grade or alignment.

STRUCTURES: None

ADJACENT SECTIONS:
SOUTH END: Connects with FAS 268
NORTH END: Connects with 20' oiled surface with 4' shoulders.

PROJECT DATA: Grade and drain generally following the existing grade and alignment, place crushed rock or gravel base, and construct an asphaltic concrete wearing surface 20' in width with 4' shoulders.

-2'-4'

Sta 0+00 to 2+80
44' curbed st. section

ROW WIDTH: 60'
MINIMUM DESIGN STANDARDS: No exception.
ACCESS CONTROL: None
RR X'ING: None
UNUSUAL OR COMPLICATED SITUATIONS: None

Route data submitted under Oregon Projects S-102(1), S-102(2), and S-102(3).

JFH:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

May 22, 1957

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention Mr. Hagemann ✓

Dear Mr. Hagemann:

Received your letter of May 20 advising that the Highway Commission is planning to accept bids on the construction of F.A.S. 274 north of Jacksonville.

There will be some rights-of-ways to acquire and we should have the descriptions as early as possible in order that this matter may be cleared up before calling for bids if possible, or at least within a short time thereafter. The rights-of-ways should be cleared up before the contracts are signed.

In talking to the location engineer, the estimated cost may exceed normal funds available. The County will furnish additional funds if required but we would like to know as soon as possible what that estimate will be in order that we may prepare our finances accordingly.

Very truly yours,

Paul B Rynning

Paul B. Rynning
County Engineer

PBR:sr

RECEIVED
MAY 2[illegible] 1957
ENGINEER
C[illegible] RELATIONS

NOTED
JOHN D. [illegible]

RECEIVED
MAY 23 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED
V. R. JONES

NOTED
Harold C. Ayers

May 20, 1957

Mr. Paul Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

NOTED
John F. Hagemann

Dear Mr. Rynning:

On May 16th the Highway Commission approved programming the balance of FAS funds available to Jackson County for fiscal years 1958 and 1959 against the Jacksonville-North project on FAS 274. It is planned to accept bids on this project during the latter part of June.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att: 57-d

NOTED
C. G. SWENSON

NOTED
JOHN D. G[illegible]

JACKSON COUNTY
PROPOSED PROJECT

FAS 274 - Jacksonville-North Section, approximately 2.4 miles, $54,000. Additional funds to supplement project approved by Highway Commission 11/8/56 as part of fiscal year 1958 county FAS program. Based on the best figures available at this time $21,000 of the $100,000 initially programmed for this project will be required in connection with the Gregory Road-Central Point Junction Section of FAS 273 and the Table Rock Road-Crater Lake Junction Section of FAS 274 upon which bids were accepted 4/19/57. The remaining $79,000 of the original amount programmed for the Jacksonville-North Section added to the currently proposed $54,000 will make a total of $133,000 for this project. This $133,000 represents the presently estimated balance of total FAS funds available to Jackson County for the current biennium. Jackson County has indicated it will furnish additional funds if required.

(57-d)
4/29/57

[illegible](1[illegible]) 2(4[illegible]. Structures on [illegible]
[illegible] Co.-Washington
[illegible]2 [illegible]. Line Co.

C+A
1894

[illegible]

Civ. Adm
Comm
Hearing
Portland - 1956
Ext of Baldock Fwy to
Cann - Harbor Dr.

the und

19 57, is

Revi

Revised

Other rev

Contract 5052  7-5-60  A

| | | |
|---|---|---|
| nly transaction number<br>7-6 | Fo 2A (5-31-57)<br>U.S. DEPARTMENT OF COMMERC<br>BUREAU OF PUBLIC ROADS | e<br>Oregon |
| Project report number<br>I-303(19)<br>11 5052 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Multnomah |
| | | Project number<br>I-5-6(6)297 |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 13, 1957, is hereby modified as follows:

Revised estimated total cost of project $ 306,194

Revised Federal funds $ 266,534

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 5 day of July, 1960.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

[illegible] State Highway Engineer
(Title)

By ____________________

____________________
(Title)

By ____________________

____________________
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~BY~~ C. G. Polk
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

USComm-DC 11170

Contract No. 5052

RECEIVED
1957
FOR FILING

| | | |
|---|---|---|
| Monthly Transaction No.<br>11-16 | For -2<br>(5-28-57) U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | e<br>Oregon |
| | | County<br>Multnomah |
| Project Report No.<br>8 | FEDERAL-AID PROJECT AGREEMENT | Project No.<br>I-303(19) |

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

5052

Project termini

**26th Avenue Overcrossing Structures in Portland (U.S. 99).**

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | 7/1/57 | (0.1) |
| Rights-of-Way | | |
| Construction | 7/24/57 | 0.1 |
| Other *(Specify)* | | |

**FUNDS**

| Estimated total cost of project | Federal funds |
|---|---|
| $ 288,010.85 | $ 265,000.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(title)

By
Member, State Highway Commission
(title)

By
Member, State Highway Commission
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C J Polk
Division Engineer

Date executed by Division Engineer November 13, 1957

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11169

# PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

26th Avenue [illegible]
[illegible]
[illegible]

NATURE OF WORK:

Grade, Pave and [illegible]

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:
5052 Birkemeier Constr. Co. 9-19-57

DATE OF COMPLETION: 280 Workdays from 9-29-57

REMARKS:

Oregon State Highway Department

Federal Aid
Project No. I-303(19)

# 26th AVENUE OVERCROSSING STRUCTURES ON THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon September 25, 1957

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 6,000.00 |

Type Code 6201
Roadway (Sta. 290+30.77)(Contract No. 5052)

| | | | |
|---|---|---|---|
| Clearing and Grubbing | All Required | | $ 5,000.00 |
| Drainage Excavation, Unclassified | 280 cu. yds. | $ 3.00 | 840.00 |
| General Excavation, Unclassified | 22,600 cu. yds. | .65 | 14,690.00 |
| Finishing Roadbed and Slopes | All Required | | 1,000.00 |
| 24-inch Corrugated Metal Pipe | 140 lin. ft. | 8.50 | 1,190.00 |
| 36-inch Corrugated Metal Pipe | 100 lin. ft. | 16.00 | 1,600.00 |
| 8-inch Sewer Pipe | 600 lin. ft. | 1.50 | 900.00 |
| 12-inch Sewer Pipe | 150 lin. ft. | 2.00 | 300.00 |
| Concrete Catch Basins | 12 only | 85.00 | 1,020.00 |
| Concrete Curbs | 230 cu. yds. | 47.00 | 10,810.00 |
| 1½-inch Electrical Conduit | 430 lin. ft. | 1.75 | 752.50 |
| Coarse Crushed Material in Base | 7,500 cu. yds. | 3.00 | 22,500.00 |
| 3/4" - 0 Material in Base | 640 cu. yds. | 3.15 | 2,016.00 |
| Sprinkling | 300 M-gals. | 3.50 | 1,050.00 |
| Preparation of Base | All Required | | 1,500.00 |
| 3/4" - 0 Material in Binder Course | 110 cu. yds. | 6.00 | 660.00 |
| RC-3 Asphalt | 18 tons | 60.00 | 1,080.00 |
| Class "B" Asphaltic Concrete | 2,600 tons | 7.05 | 18,330.00 |
| Asphaltic Concrete Traffic Markers | 1,100 lin. ft. | 1.00 | 1,100.00 |
| | | | $86,338.50 |

Type Code X221
26th Avenue Overcrossing (Sta. 282+47.77 to Sta. 291+13.77)(Contract No. 5052)

| | | | |
|---|---|---|---|
| Structural Excavation | 280 cu. yds. | $ 5.00 | $ 1,400.00 |
| Furnish Steel Piling | 1,200 lin. ft. | 6.00 | 7,200.00 |
| Drive Steel Piles | 30 only | 40.00 | 1,200.00 |
| Furnish Treated Timber Piling | 2,400 lin. ft. | 1.50 | 3,600.00 |
| Drive Timber Piling | 120 only | 30.00 | 3,600.00 |
| Class "A" Concrete | 910 cu. yds. | 56.00 | 50,960.00 |
| Metal Reinforcement | 223,400 lbs. | .125 | 27,925.00 |
| Metal Parapet Rail | 330 lin. ft. | 6.50 | 2,145.00 |
| Concrete Slab Riprap | 910 sq. yds. | 7.00 | 6,370.00 |
| | | | $104,400.00 |

Type Code X221

26th Avenue Overcrossing (Harbor Blvd.)(Sta. 290+30.77)(Contract No. 5052)

| | | | | |
|---|---|---|---|---|
| Structural Excavation | 345 | cu. yds. | $ 5.00 | $ 1,725.00 |
| Furnish Steel Piling | 560 | lin. ft. | 6.00 | 3,360.00 |
| Drive Steel Piles | 16 | only | 40.00 | 640.00 |
| Furnish Treated Timber Piling | 1,848 | lin. ft. | 1.50 | 2,772.00 |
| Drive Timber Piles | 84 | only | 30.00 | 2,520.00 |
| Class "A" Concrete | 573 | cu. yds. | 56.00 | 32,088.00 |
| Metal Reinforcement | 131,000 | lbs. | .125 | 16,375.00 |
| Metal Rail | 265 | lin. ft. | 11.00 | 2,915.00 |
| Concrete Slab Riprap | 400 | sq. yds. | 7.00 | 2,800.00 |
| 8-inch Drain Pipe | 110 | lin. ft. | 4.00 | 440.00 |
| Subtotal | | | | $65,635.00<br>$256,373.50 |
| 10% Engr. & Cont. | | | | 25,637.35 |
| Total | | | | $282,010.85 |

Length of 2 Structures. . . . . . . . 0.031 mile

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 6,000.00 | $ 5,400.00 | $ 600.00 |
| Structures | 282,010.85 | 259,600.00 | 22,410.85 |
| | $ 288,010.85 | $265,000.00 | $23,010.85 |

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

Oregon State Highway Department

Federal Aid
Project No. I-303(19)

## 26TH AVENUE OVERCROSSING STRUCTURES ON THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 19, 1957

### Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 6,000.00 |

### Type Code 6201
### Roadway (Sta. 290+30.77)

| | | | |
|---|---|---|---|
| Clearing and Grubbing | All Required | | $ 5,000.00 |
| Drainage Excavation, Unclassified | 280 cu. yds. | $3.00 | 840.00 |
| General Excavation, Unclassified | 22,600 cu. yds. | 0.60 | 13,560.00 |
| Finishing Roadbed and Slopes | All Required | | 1,000.00 |
| 24 Inch Corrugated Metal Pipe | 140 lin. ft. | 7.50 | 1,050.00 |
| 36 Inch Corrugated Metal Pipe | 100 lin. ft. | 15.00 | 1,500.00 |
| 8 Inch Sewer Pipe | 600 lin. ft. | 1.75 | 1,050.00 |
| 12 Inch Sewer Pipe | 150 lin. ft. | 2.00 | 300.00 |
| Concrete Catch Basins | 12 only | 75.00 | 900.00 |
| Concrete Curbs | 230 cu. yds. | 45.00 | 10,350.00 |
| 1¾ Inch Electrical Conduit | 430 lin. ft. | 1.75 | 752.50 |
| Coarse Crushed Material in Base | 7,500 cu. yds. | 3.25 | 24,375.00 |
| 3/4" - 0 Material in Base | 640 cu. yds. | 3.50 | 2,240.00 |
| Sprinkling | 300 M-gals. | 3.00 | 900.00 |
| Preparation of Base | All Required | | 250.00 |
| 3/4" - 0 Material in Binder Course | 110 cu. yds. | 4.50 | 495.00 |
| RC-3 Asphalt | 18 tons | 50.00 | 900.00 |
| Class "B" Asphaltic Concrete | 2,600 tons | 7.00 | 18,200.00 |
| Asphaltic Concrete Traffic Markers | 1,100 lin. ft. | 1.00 | 1,100.00 |
| | | | $84,762.50 |

### Type Code X221
### 26th Avenue Overcrossing (Sta. 289+47.77 to Sta. 291+13.77)

| | | | |
|---|---|---|---|
| Structural Excavation | 280 cu. yds. | $6.00 | $ 1,680.00 |
| Furnish Steel Piling | 1,200 lin. ft. | 6.00 | 7,200.00 |
| Drive Steel Piles | 30 only | 60.00 | 1,800.00 |
| Furnish Treated Timber Piling | 2,400 lin. ft. | 1.25 | 3,000.00 |
| Drive Timber Piling | 120 only | 40.00 | 4,800.00 |
| Class "A" Concrete | 910 cu. yds. | 70.00 | 63,700.00 |
| Metal Reinforcement | 223,400 lbs. | 0.135 | 30,159.00 |
| Metal Parapet Rail | 330 lin. ft. | 7.50 | 2,475.00 |
| Concrete Slab Riprap | 910 sq. yds. | 10.00 | 9,100.00 |
| | | | $123,914.00 |

Type Code X221
26th Avenue Overcrossing (Barbur Blvd.)(Sta. 290+30.77)

| | | | |
|---|---|---|---|
| Structural Excavation | 345 cu. yds. | $6.00 | $ 2,070.00 |
| Furnish Steel Piling | 560 lin. ft. | 6.00 | 3,360.00 |
| Drive Steel Piles | 16 only | 60.00 | 960.00 |
| Furnish Treated Timber Piling | 1,848 lin. ft. | 1.25 | 2,310.00 |
| Drive Timber Piles | 84 only | 40.00 | 3,360.00 |
| Class "A" Concrete | 573 cu. yds. | 70.00 | 40,110.00 |
| Metal Reinforcement | 131,000 lbs. | 0.135 | 17,685.00 |
| Metal Rail | 265 lin. ft. | 12.00 | 3,180.00 |
| Concrete Slab Riprap | 400 sq. yds. | 10.00 | 4,000.00 |
| 8 Inch Drain Pipe | 110 lin. ft. | 4.00 | 440.00 |
| | | | $ 77,475.00 |
| | Subtotal | | 286,151.50 |
| | 10% Engr. & Cont. | | 28,615.15 |
| | Total | | $314,766.65 |

Length of 2 Structures 0.031 Mile

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 6,000.00 | $ 5,400.00 | $ 600.00 |
| Structures | 314,766.65 | 290,600.00 | 24,166.15 |
| | $320,766.65 | $296,000.00 | $24,766.15 |

(4)

Type Code X221
26th Avenue Overcrossing (Barbur Blvd.) (Sta. 290+30.77)

| | | | | |
|---|---|---|---|---|
| Structural Excavation | 345 cu. yds. | $6.00 | $ 2,070.00 | |
| Furnish Steel Piling | 560 lin. ft. | 6.00 | 3,360.00 | |
| Drive Steel Piles | 16 only | 60.00 | 960.00 | |
| Furnish Treated Timber Piling | 1848 ~~1,748~~ lin. ft. | 1.25 | ~~2,185.00~~ | 2,310.00 |
| Drive Timber Piles | 84 only | 40.00 | 3,360.00 | |
| Class "A" Concrete | 573 cu. yds. | 70.00 | 40,110.00 | |
| Metal Reinforcement | 131,000 lbs. | 0.135 | 17,685.00 | |
| Metal Rail | 265 lin. ft. | 12.00 | 3,180.00 | |
| Concrete Slab Riprap | 400 sq. yds. | 10.00 | 4,000.00 | |
| 8 Inch Drain Pipe | 110 lin. ft. | 4.00 | 440.00 | |
| | | 77,475.00 | ~~$77,350.00~~ | |
| Subtotal | | 286,151.50 | ~~286,026.50~~ | |
| 10% Engr. & Cont. | | 28,615.15 | ~~28,602.65~~ | |
| Total | | 314,766.65 | ~~$314,629.15~~ | |

Length of 2 Structures ~~0.31~~ 0.031 Mile

SUMMARY OF FUNDS

| Description | | Total Cost | Federal Funds | State Funds | |
|---|---|---|---|---|---|
| Preliminary Engineering | | $ 6,000.00 | $ 5,400.00 | $ 600.00 | |
| Structures | $ 314,766.65 | ~~314,629.15~~ | 290,600.00 | ~~24,029.15~~ | 24,166.15 |
| | 320,766.65 | ~~$320,629.15~~ | $296,000.00 | $ ~~24,629.15~~ | 24,766.15 |

RECEIVED
OCT 26 1959
FOR FILING

October 22, 1959

Oregon State Highway Commission

Gentlemen:

Contract No. 5052 called for the construction of the 26th Avenue structures on Barbur Boulevard and the new Baldock Freeway. During the construction of these bridges, a very wet subgrade was encountered which required extra base rock and drainage pipe. Maintenance of the detour, due to the wet weather, was much higher than had been anticipated. To provide for proper traffic control, it became necessary to widen and pave the shoulders on Barbur Boulevard. Also, due to this extra work, the engineering costs were higher than had been estimated. All of these extra costs increased the total cost of the project by $16,000.

It is recommended that you approve the increase in authorization for this project by $16,000, which is an overrun of 5.54 per cent.

This matter will be on the next agenda.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. P. M. Stephenson
Mr. R. L. Porter
Mr. G. S. Paxson
Mr. Ivan Merchant
Mr. C. H. Maison

PMS:er WCW:ms ae

RECEIVED
OCT -7 1959
FOR FILING
[illegible]

(CONTRACT NO.) 5052

OREGON STATE HIGHWAY DEPARTMENT
(date)

October 5, 1959

(EST. NO.)

(CONTRACTOR)

5052
(VOUCHER NO.)

19 Final
(WARRANT NO.)

Birkemeier Construction Co.
(AMOUNT) (DATE)

2444

62679

$ 11,410.50

10-5-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapmeske
ACCOUNTING DIVISION

---

Specified completion date: **280 workdays from September 29, 1957**

Time Extensions: **None of record**

Completion Date: **July 25, 1959**

Date Accepted: **August 13, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

---

Date: **October 6, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT -6 1959

NOTED ON CARD
LC

RECEIVED
SEP 18 1959
FOR FILING

[illegible]

[illegible]

September 17, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5052 for 26th Avenue structures on Harbor Drive-Washington County Line Section of Pacific Highway in Multnomah County was completed by the contractor, Birkemeier Construction Co., on July 25, 1959, and was formally accepted by the Highway Commission on August 13, 1959.

Final payment in the amount of $11,410.50 will be released to the contractor on or after September 28, 1959. The total contract amount is $277,126.87, of which amount $4,452.91 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
AUG 28 1959

FOR FILING
I 203(14)

5052

# 5052

Salem, Oregon
August 26, 1959

MISC. CONTRACTS and
AGREEMENTS No. 1894

Supplemental Throughway Agreement
Lowell Street-Harbor Drive Unit
Pacific Highway
City of Portland

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attached is a conformed copy of a supplemental throughway agreement with the City of Portland covering the Lowell Street-Harbor Drive Unit of the Pacific Highway in the City of Portland.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and two fully executed copies have been sent to the City of Portland.

Secretary

rn
Attach: 1

FORM E-90 90M 11-56 19890

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 17, 1959

SUBJECT: Supplemental Throughway Agreement
Lowell Street-Harbor Drive Unit
Pacific Highway
City of Portland

To: Mr. G. S. Paxson
OFFICE

Attached are four copies of an agreement covering the subject named agreement. Three copies of the agreement have been executed by the city and are now ready for signature by the Highway Commission. These copies also require your signature of approval. Two fully executed copies are to be returned to the city.

The project was approved 8/16/56.

John F. Hagemann
Assistant County & City Relations Engineer

By

John D. Graham
Office Engineer

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

[illegible] Commission
8-16-56 Min. Page 26902
Lloyd Query
Secretary

Form E-1—(Rev.)—

I-303(19)
5052

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 31, 1959

Section 26th Avenue Structures

Kind of work Structures, Grading and Paving

Highway Pacific County Multnomah

Section prefix 26-1087

Contractor Birkemeier Construction Company

Contract number 5052

Date of contract September 19, 1957

Specified work days 280

Date work started August 28, 1957

Work days used 248

Project authorization $290,107.69

Exclusive of engineering $269,477.81

Per cent of time elapsed 88.6 %

Estimated cost of completed project, exclusive of engineering $281,176.87

Estimated per cent overrun or xxxxxxx 4.88 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $20,629.88

Engineering cost to date $23,100.00, 112.0 %

Date project was completed July 25, 1959

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| 100 % | 100% | 100% | 100% | 100% | 100% | 100% |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

This project was completed on July 25, 1959. The semi-final notes from this office have been checked by the checking engineer in Salem and submitted to Ed Hardt, bridge engineer, for the preparation of his final estimate.

No further weekly reports will be submitted.

CONSTRUCTION DIVISION
RECEIVED
AUG 3 1959
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

NOTED
JOHN R. OAKES

Noted
M. N. Juve

C. E. [illegible]

Signed Lowell A. Johnston
Lowell A. Johnston

Address Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities (contract) | 22,600 | 8,250 | - | 18 T | 2,600 T |
| Total quantities corrected to date | 23,383.5 | 8,822 | - | 0 | 3,316 T |
| Estimated quantities moved or placed to date | 23,383.5 | 8,822 | - | 0 | 3,316 T |
| Average daily quantities | 0 | 0 | - | 0 | 0 |
| Average daily quantities necessary to complete project on time | 0 | 0 | - | 0 | 0 |
| Number shifts per day | 0 | 0 | - | 0 | 0 |
| Hours per shift | 0 | - | - | - | - |
| Average force on project for week | | - | - | - | - |

| | |
|---|---|
| Men | 0 |
| Supervision | |
| Men and trucks under 3 tons | |
| Men and trucks over 3 tons | |
| Men and tractors | |

Equipment used during week: Shovels ........, Power graders ........, Rollers ........, Mixers ........, Crushing or screening plants ........

Compressors ........., Bulldozers ........., Compaction rollers .........., . . . . .........., . . . . ........., . . . . ..........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | Cloudy | | This project completed on July 25, 1959 No work days |
| Tuesday | Cloudy | | chargeable. |
| Wednesday | Fair | | |
| Thursday | Fair | | |
| Friday | Fair | | |
| Saturday | | | |

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MAR 27 1959

FOR FILING

[illegible]

5052

Mar. 26, 1959

**CERTIFIED MAIL**

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

It is the intention of the State Highway Commission to release to Birkemeier Construction Company a portion of the funds heretofore retained by the Commission on Contract No. 5052, for 26th Avenue structures on the Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County.

This payment, in the amount of $11,323.79, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $7,904.22. The present payment will be released on or after April 6, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

om

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

file

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MAR 13 1959
FOR FILING
I-303(19)
5052

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1959

SUBJECT: 26th Avenue Structures on the
R. N. Baldock Freeway
Contract No. 5052

To:

Mr. W. C. Williams
State Highway Engineer
Office

Birkemeier Construction Company, contractor on the above contract, has completed all work on the project with the exception of some minor repairs to slide and some alterations to a street intersection at 30th Street and Dolph Court. These are items of extra work which the contractor has been authorized to do. This work cannot be completed until favorable weather conditions sometime in the early summer.

The contractor has over $19,000 in retained percentage tied up in the contract and has requested that we reduce the retained percentage from the usual 7½% to 3%. Inasmuch as the contractor is held up by conditions beyond his control in completing the work, I would recommend that his request be approved.

May I have your approval in reducing the retained percentage held in this contract.

Ivan D. Merchant
Bridge Engineer

CAG/akt

cc: Mr. A. C. Mohr

approved original
to Merchant

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JAN 3 1959
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I-303(19)

5052

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
January 28, 1959

SUBJECT: 26th Avenue Structures
Pacific Highway
Contract No. 5052

To:
Mr. Lloyd Shaw
Metropolitan Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

ATTENTION: Mr. A. V. Benedict

Reference is made to your letter of January 8 in which two plans for possible correction of the traffic situation at the intersection of Dolph Court with S. W. 30th Avenue was submitted.

It is desired that we proceed with the construction of Plan "B". In order to do this, it will be necessary to enter into an agreement with the contractor on this section.

Will you please try to arrive at a suitable Price Agreement for the accomplishment of this work. Upon receipt of the Price Agreement, we will try to get concurrence with the Bureau of Public Roads to this.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

cc Forrest Cooper

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JAN 29 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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JAN 29 1959
FOR FILING

I 303 (17)

5052

Salem, Oregon
January 27, 1959

26th Avenue undercrossing
Pacific Highway

Mr. Tom Edwards
Construction Engineer
OFFICE

We have been investigating some corrective measures at S. W. 30th Avenue and S. W. Dolph Court where a bad traffic situation has developed in connection with the 26th Avenue undercrossing.

It has now been determined that corrective measures will be taken by the construction of Plan B, which is estimated to cost $6,700. Will you please work out the best plan for getting this work done and advise me. It may be that at least part of the work could be done by contractors on adjacent work. The Bureau's participation should be solicited.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. F. B. Crandall

FORM E-30 50M 6-58 13046

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

PLEASE RETURN TO
FORREST COOPER

Salem, Oregon
January 13, 1959

SUBJECT: 26th Avenue Structures
Pacific Highway
Contract No. 5052

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I attach hereto prints of 3 possible corrections of Plans "A", "B", and "C" at S.W. Dolph Court and S.W. 30th Avenue, this being in the southwest quadrant of the 26th Avenue Interchange on Barbur Boulevard.

Plan "A" provides for a rather compromising move from S. W. Dolph Court or S.W. 30th Avenue onto the leg of the interchange.

Plan "C" is a compromise.

Plan "B" provides the best service, although there is some conflict of movement from S.W. Dolph Court to the "x" Line of the interchange.

I suggest that this be handled with a stopsign as shown on the plans attached. I would recommend Plan "B". There has been some delay in the field in getting these plans prepared and the cost estimates thereof; however, with your concurrence we will proceed to secure, if possible, Bureau concurrence and complete the correction.

Tom Edwards
Construction Engineer

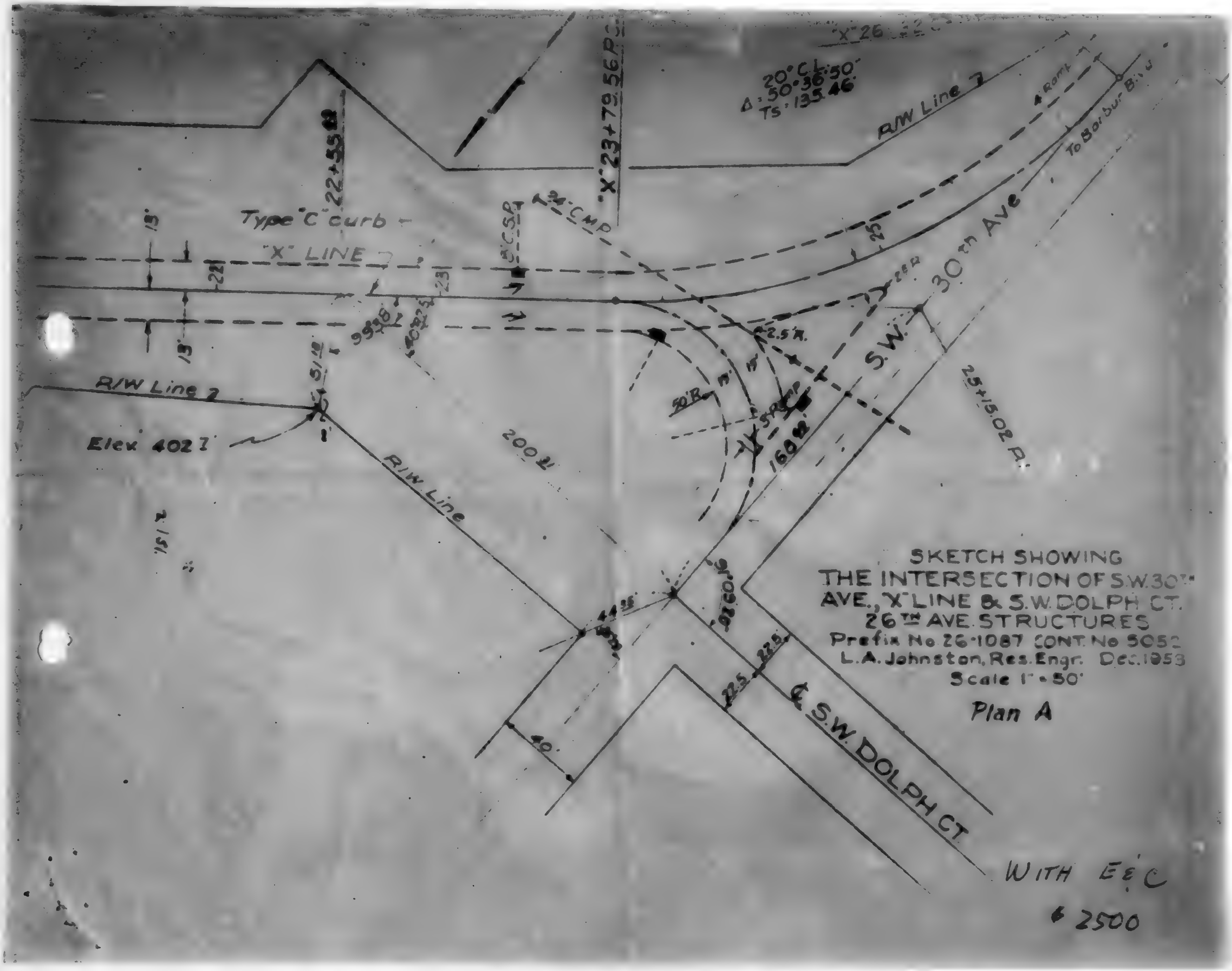
TE:jw

Attach.

TRAFFIC ENGINEERING
RECEIVED
JAN 20 1959
NOTED-- ☑ ☐ ☐ ☐ ☐
JB ATE TCE PBE TOE

NOTED
FORREST COOPER

RECEIVED
JAN 14 1959
OFFICE OF
STATE HIGHWAY ENGINEER

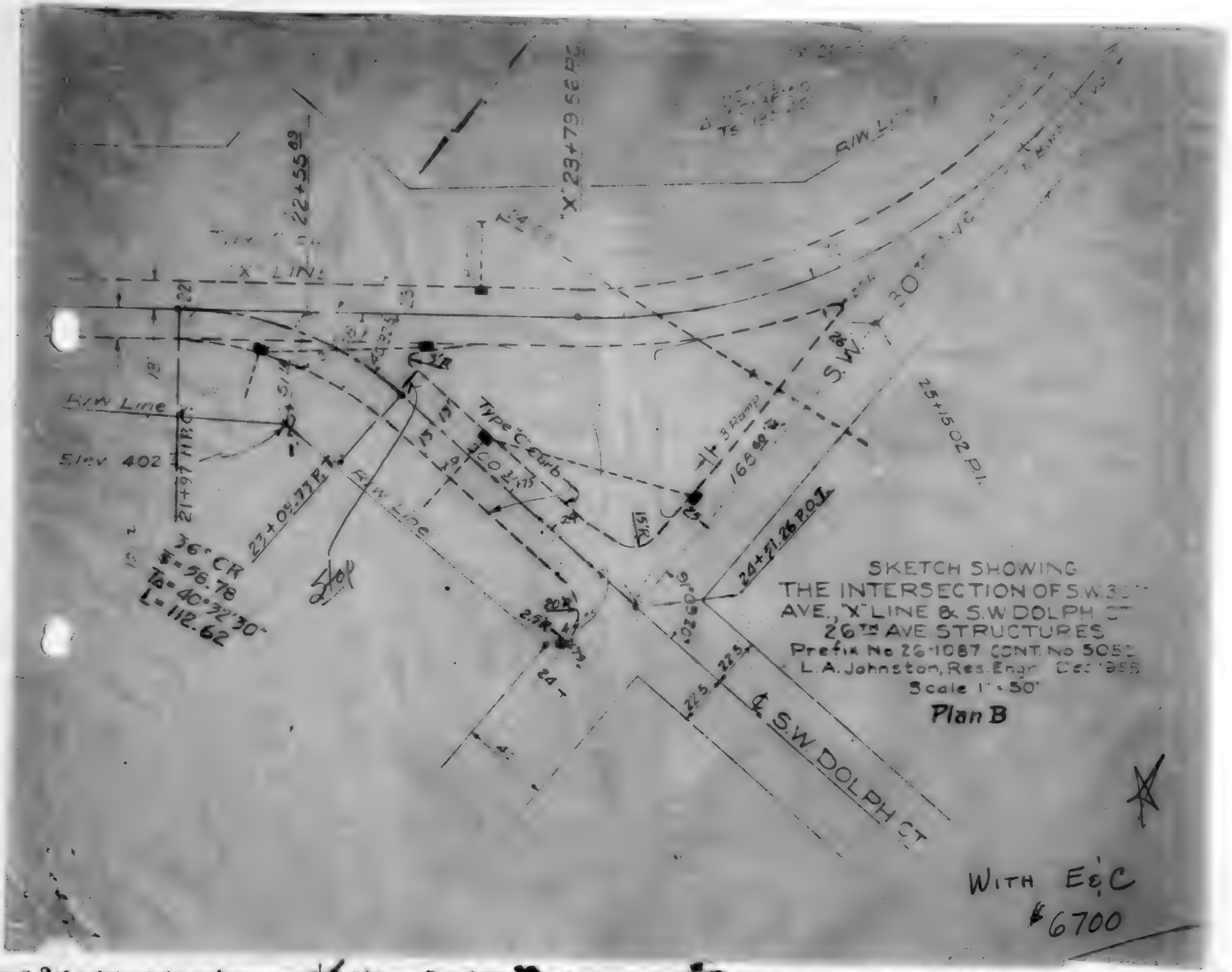

"X" 26
20° C.L.
Δ: 50°36'50"
Ts: 135.46
R/W Line 7
Ramp
To Barbur Blvd
22+55
"X" 23+79.56 P.
24" CMP
8" C.S.P.
Type "C" curb
"X" LINE
15'
15'
22
23
25
2.5' R.
S.W. 30th Ave
25+15.02 P.
R/W Line 2
Elev. 402 ?
R/W Line
200 ft
50' R.
160 ft
40'
22.5
22.5
℄ S.W. DOLPH CT.

SKETCH SHOWING
THE INTERSECTION OF S.W. 30TH
AVE., "X" LINE & S.W. DOLPH CT.
26TH AVE. STRUCTURES
Prefix No. 26-1087 CONT. No. 5052
L. A. Johnston, Res. Engr. Dec. 1953
Scale 1" = 50'

Plan A

WITH E & C

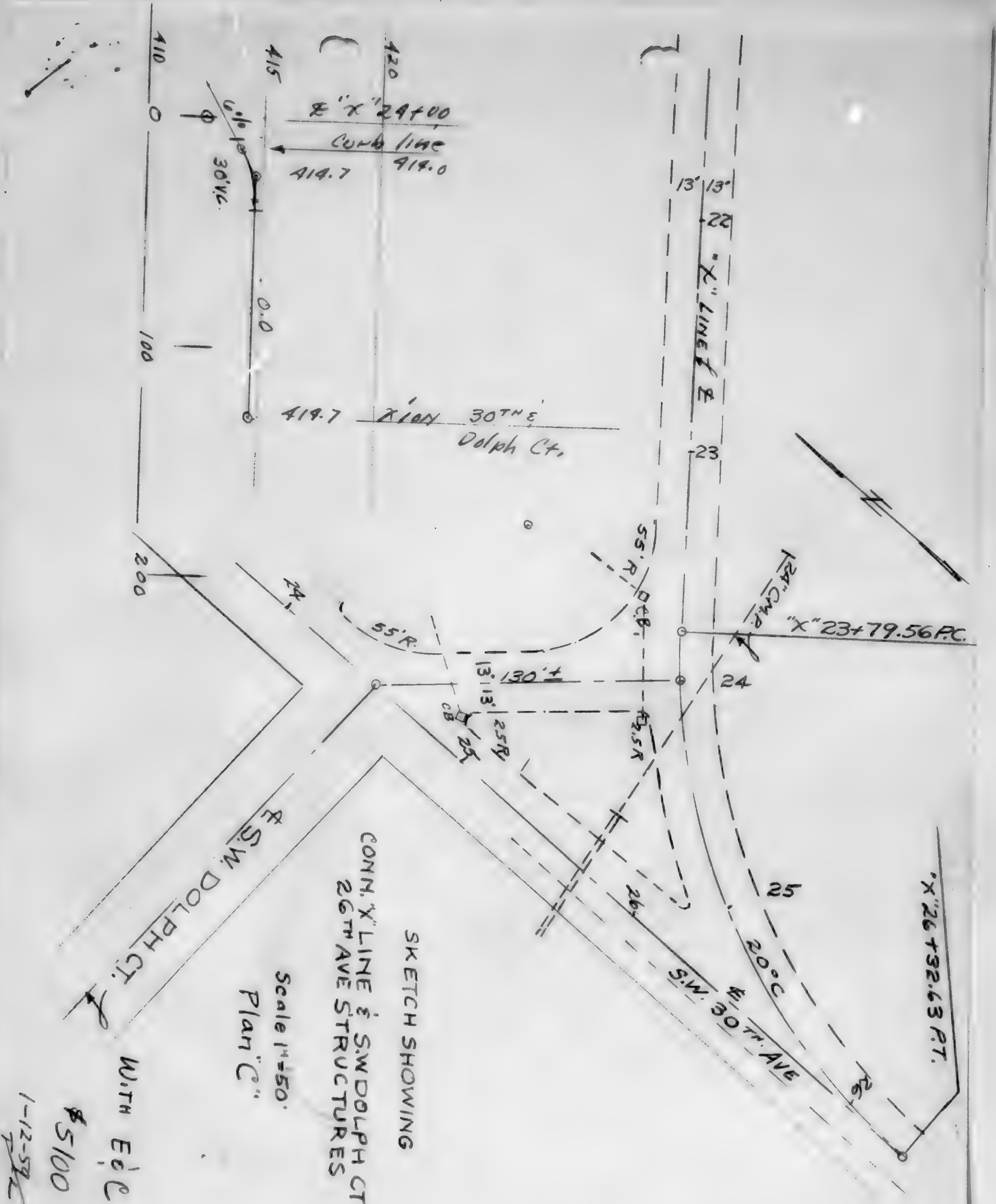
$ 2500


"X" LINE
22
23
22+55.69
"X" 23+79.56 P.C.
R/W Line
21+97 H.B.C.
Elev 402
18'
36" CR
R=56.78
Δ=40°32'30"
L=112.62
23+09.73 E.T.
R/W Line
Stop
Type "C" Curb
15'
15R
20R
25R
3 Ramp
168.59
24+51.26 P.O.I.
S.W. 30th AVE
25+15.02 P.I.
22.5
22.5
℄ S.W. DOLPH CT
24

SKETCH SHOWING
THE INTERSECTION OF S.W. 30th
AVE., "X" LINE & S.W. DOLPH CT
26th AVE. STRUCTURES
Prefix No 26-1087 CONT. No 5052
L. A. Johnston, Res. Engr. Dec '355
Scale 1" = 50'

**Plan B**

WITH E&C
$6700


410
415
420
0
℄ "X" 24+00
Curb line
414.7
414.0
30' V.C.
0.0
100
414.7
X'ing 30TH & Dolph Ct.
200
13' 13'
22
"X" LINE ℄
23
55' R.
C.B.
24" CMP.
"X" 23+79.56 P.C.
24
55' R.
130' ±
13' 13'
CB
25
25' R.
12.5 R
25
26
20° C
S.W. 30TH AVE
℄
26
"X" 26+32.63 P.T.
℄
℄ S.W. DOLPH CT.

SKETCH SHOWING
CONN. "X" LINE & S.W. DOLPH CT.
26TH AVE STRUCTURES
Scale 1"=50'
Plan "C"

With E & C
$5/100
1-12-57

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DEC 9 1958
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I-303(19)

5052

NOTED
W. C. WILLIAMS

A

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 2, 1958

SUBJECT: 26th Avenue Overcrossing Structures
Pacific Highway
Contract No. 5052

To: Mr. Lloyd Shaw
Metropolitan Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

I am forwarding herewith three copies of a print showing an additional connection to 30th Avenue from the "X" Line, which we want to build. This plan was developed from quite sketchy information and therefore will be subject to such field modifications as are required to make it work.

Will you please arrange with the contractor on the subject named job for this construction if possible.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

cc: W. C. Williams
Ivan D. Merchant

RECEIVED
DEC 2 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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MAY 21 1958
FOR FILING
I-303(19)

MISC. CONTRACTS and
AGREEMENTS No. 1894

Salem, Oregon
May 15, 1958

Supplemental Agreement
Harbor Drive-SW14th Avenue
Pacific Highway
City of Portland

Mr. C. G. Swenson
City & County Relations Dept., Engr. Office

Attention: Mr. John D. Graham
Office Engineer, City & County Relations

Attached is a conformed copy of a supplemental agreement with the City of Portland covering the Harbor Drive-14th Avenue Section of the Pacific Highway in the City of Portland.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and two fully executed copies have been sent to the City of Portland.

Secretary

rn
Attach: 1

FORM E-30 50M 6-57—6583

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 1, 1958

**SUBJECT:** Supplemental Agreement
Harbor Drive-SW 14th Avenue
Pacific Highway
City of Portland

**To:** Mr. G. S. Paxson
OFFICE

Attached are four copies each of the subject named agreement. Three copies have been executed by the City and are now ready for signature by the Highway Commission. They also require your signature of approval.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date May 2, 1958

RECEIVED
MAY 2 1958
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION
DATE Orig. Agr. dated 9-9-57 to take care of omission in original agreement see Paragraph 2 of this agreement
Secretary

A

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APR 4 1958
FOR FILING
I 303(1?)

5052

Salem, Oregon
April 3, 1958

Amended Throughway Agreements
Baldock Freeway
Pacific Highway
City of Portland

Mr. Leonard I. Lindas
OFFICE

With reference to two executed throughway agreements with the city of Portland, namely, S. W. 14th Avenue-Washington County Line Section dated May 23, 1957, and Harbor Drive-S. W. 14th Avenue Section dated September 9, 1957, Portland Salem Expressway, it has been found that two of the utilities paragraphs must be amended. The reason for this is that no provision was made to pay the city for any assitional new pipe that has to be installed to conform to the plans for the project. Will you please have the following paragraphs changed to read as follows:

Paragraph 12: S. W. 14th Avenue-Washington County Line Section.

Paragraph 15: Harbor Drive-S. W. 14th Avenue Section.

Upon receipt of an itemized statement, in triplicate, State shall pay to City the actual cost incurred by City in moving, or causingto be moved, the City-owned water and sewer lines, gas, electric, telephone, telegraph, and other utility conduits, lines, poles, mains, piped, and facilities that have to be relocated or reconstructed because of this project, whether said City-owned facility is located on public or private property. Included in the cost to be paid to City will be the cost of any additional pipe or conduits that the relocation or reconstruction maked necessary, but State shall not pay City the cost of replacing any existing water or sewer pipes, mains, or conduits, or andy meters, hydrants, or valves.

Please prepare six copies of the agreements in addition to any required by the Legal Division.

G. S. Paxson
Assistant State Highway Engineer

JDG:mm

cc: Tom Edwards
C. G. Swenson

RECEIVED
MAR 7 - 1958
FOR FILING

| ORESON DISTRICT |
|---|
| I-303(19) |
| 08:35 |
| 5052 |

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

March 4, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-303(19), 26th Ave. Structures,
Harbor Drive-Washington County Line Section.
Order for State Force Work, Traffic Protection
and Control.
Estimated Total Cost $3,000.00
Federal Funds $2,700.00

Dear Sir:

We are approving the use of State force as being in the public interest for the following reasons:

1. The contractors are neither properly equipped nor staffed to perform the work contemplated under the Orders.

2. The State has trained men and specialized equipment available in this area to perform the work most economically and expeditiously.

3. The work to be performed is of such nature that it could not be placed on a reasonable unit price bidding basis.

Our approval is contingent upon the condition that costs upon which Federal participation is based shall take into consideration the salvage value of the installations which can be recovered and used again.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

NOTED
FORREST COOPER

NOTED
C. PAXSON

RECEIVED
MAR 6 1958
OFFICE OF
STATE HIGHWAY ENGINEER

08:35
I-3-3 (19)

352

March 3, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-303(19), 26th Ave. Structures
Order for State Force Work, grass seeding,
fertilizing and mulching
Estimated Total cost $1000. Federal Funds
$900.

Dear Sir:

Your letter of January 6, 1958 requested approval of State force account work in connection with subject project. The State proposes to use its own forces in the performance of this work.

As the contractor is neither properly equipped nor staffed to perform this type of work while the State has trained crews and special equipment to perform the work most economically and expeditiously and, also, because the amount of work is too small to warrant a separate contract, we are approving the use of State force as being in the public interest.

Very truly yours,

C. G. Polk
Division Engineer

Orig. to [illegible]

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SEP 27 1957
FOR FILING

I-303(79)

5-7 [illegible]

September 19, 1957

Birkemeier Construction Co.
14511 S. E. River Road
Milwaukie, Oregon

Gentlemen:

The State Highway Commission on August 8, 1957 accepted your proposal for the 26th Avenue Structures on the Harbor Drive-Washington County Line Section of the Pacific Highway and Pacific Highway West in Multnomah County for the sum of $256,373.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded to you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5052.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Mr. R. G. Savage (SIAC)
Mr. S. H. Probert
Mr. Tom Edwards
Mr. P. M. Stephenson
Pacific Builder and Engineer, Inc.

fp

NOTED
J. Mc C.

RECEIVED
SEP 19 1957
FOR FILING

[illegible]

[illegible]

September 19, 1957

Mr. C. G. Polk
District Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: 26th Avenue Structures
Harbor Drive-Washington Co.
Line Section, Pacific Highway
FAP No. I-303(19)

On August 8 the Highway Commission accepted the low bid of Birkemeier Construction Company in the amount of $256,373.50 and instructed the Engineer to award the contract to said bidder as soon as necessary rights of way for the project were acquired.

All rights of way for the project have been acquired and I propose to award the contract to Birkemeier Construction Company as of this date. May I have your concurrence in the award of this contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CAG/mm

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

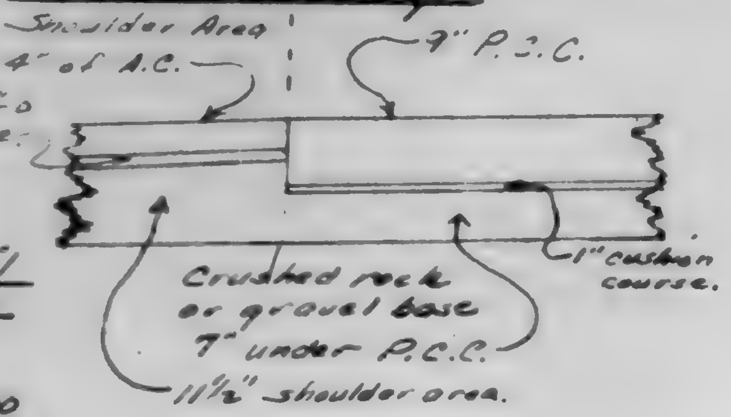
W. 14th Ave.

Section Harbor Drive - Washington Co. Highway Portland - Salem Ex. County Multnomah Prefix

Res. Engr. Length of Project Miles. Sta. 58+75 to Sta. 255+00 Date 7-26-57

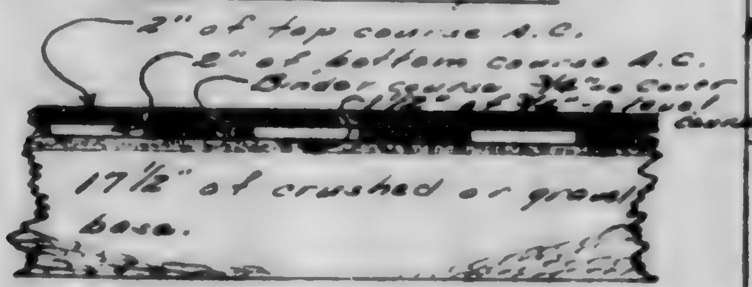
TYPICAL SECTIONS Traffic Classification - V-H

**Main Roadway**



Shoulder Area
4" of A.C.
1½ of ¾"-0 level course
9" P.C.C.
1" cushion course.
Crushed rock or gravel base 7" under P.C.C.
11½" shoulder area.

**Off & On Ramps**



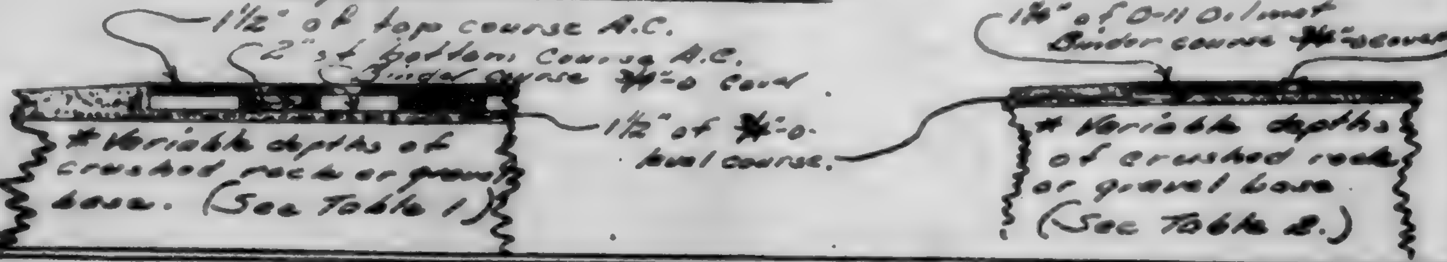
2" of top course A.C.
2" of bottom course A.C.
Binder course ¾"-0 cover
1½" of ¾"-0 level course
17½" of crushed or gravel base.

Typical Soil
Silt Loam
27 LL
6 PI
74 % P.200
52 % Silt
13 "R" Value

*Table 1
10"
13"
17½"

*Table 2
16"
10"
13

Frontage Roads
*Dependent on Traffic



1½" of top course A.C.
2" of bottom course A.C.
Binder course ¾"-0 cover
1½" of ¾"-0 level course.
*Variable depths of crushed rock or gravel base. (See Table 1)
1½" of O-11 Oil mat
Binder course ¾"-0 cover
*Variable depths of crushed rock or gravel base (See Table 2.)

| Required Base & Wear: Crushed | Required Base & Wear: Not Crushed | Designed Base & Wear: Exist. Surf. Allow. | Designed Base & Wear: New Work | |
|---|---|---|---|---|
| Main Roadway | | | | |
| | | | 9<br>8 | P.C.C.<br>Cr. Base incl Cushion course |
| | | | 17 | |
| Off & On Ramps | | | | |
| | | | 4<br>1½<br>17½ | A.C.<br>Level<br>Cr. Base |
| 23 | | | 23 | |

PROPOSED MATERIAL SOURCES

| Location | Lab. No. | S.G. | Type of Material | Max. Size | % Pass No. 4 Screen | % Pass No. 40 Screen | Abrasion Loss % | Sodium Sulphate Loss % | LL | PI | To be used for. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Material Source to be selected at a future date | | | | | | | | | | | |

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer - Division

Submitted by
State Assistant [redacted]

Recommended by
Construction Engineer

Recommended by
Engineer of Materials

Approved by
Deputy State Highway Engineer

RECEIVED
JUL 26 1957
FOR FILING
OREGON DISTRICT

I-303(19)
08-35
3052

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

July 24, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-303(19), 26th Avenue Structures, Harbor Drive-Washington County Line Section of the Pacific Highway. This is to authorize your advertising for bids.

This approval is given subject to your making any corrections or revisions which may be found necessary following a complete review of the design details.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been obtained.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

RECEIVED
JUL 25 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FR-27(7) Goble-Tide Cr. Sec., Columbia 1957
River Hwy. (Grad. & Paving)
#5053

C & A 1119 8-13-1957

Goble-Ti
Contract

1. Clea
2. Drain
3. Gene
4. Short
5. Long
6. Finis
7. Roun
8. 48"
9. 12"
10. 18"
11. 24"
12. 30"
13. 36"
14. Ex.
15. 8"
16. Spe
17. Cla
18. Met
19. Met
20. Met
21. Coa
22. 3/4
23. Spr

Mr. Williams

RECEIVED
[illegible] 1960
FOR FILING

W. C. WILLI

August 26, 1960

Goble-Tide Creek
Contract No. 5053

FINAL COST ANALYSIS
Grading
Contractor: Rogers Construction Co.
Resident Engineer: William Maltby

Columbia River Highway
Prefix No. 5-1035

7-27(7)
5053

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Costq | Gross Revenue |
|---|---|---|---|---|---|---|
| 1. Clearing & Grubbing | 100% | All | 70,000.00 | 32,601.23 | 32,601.23 | 70,000.00 |
| 2. Drainage Excav., Unclass. | 1,585.22 | Cu.Yd. | 4.00 | 2.32 | 3,672.90 | 6,340.88 |
| 3. General Excav., Unclass. | 466,700 | Cu.Yd. | 0.60 | 0.604 | 282,310.63 | 280,020.00 |
| 4. Short Overhaul | 1,784.074 | Yd.Sta. | 0.01 | 0.009 | 16,647.69 | 17,649.51 |
| 5. Long Overhaul | 135,065 | C-Yd.Sta. | 0.35 | 0.326 | 44,086.92 | 47,272.75 |
| 6. Finish R.B. & Slopes | 3.74 | Mile | 400.00 | 377.91 | 1,413.40 | 1,496.00 |
| 7. Rounding Cutbanks | 9,575 | Lin.Ft. | 0.10 | 0.085 | 812.02 | 957.50 |
| 8. 48" Corr.Metal Pipe | 102 | Lin.Ft. | 17.00 | 18.35 | 1,769.20 | 1,734.00 |
| 9. 12" Concrete Pipe | 363 | Lin.Ft. | 2.00 | 1.93 | 702.09 | 726.00 |
| 10. 18" Concrete Pipe | 2,433 | Lin.Ft. | 3.50 | 3.46 | 8,416.28 | 8,515.50 |
| 11. 24" Concrete Pipe | 183 | Lin.Ft. | 4.60 | 4.57 | 835.95 | 841.80 |
| 12. 30" Concrete Pipe | 99 | Lin.Ft. | 6.00 | 5.70 | 564.38 | 594.00 |
| 13. 36" Concrete Pipe | 144 | Lin.Ft. | 7.50 | 7.47 | 1,075.57 | 1,080.00 |
| 14. Ex. for pipe under pavement | 61 | Lin.Ft. | 4.00 | 3.14 | 191.53 | 244.00 |
| 15. 8" Perf.Mtl.Dr.Pipe, Unctd. | 2,600 | Lin.Ft. | 1.75 | 1.74 | 4,526.72 | 4,550.00 |
| 16. Special Backfill in Drains | 383.25 | Cu.Yd. | 4.00 | 3.82 | 1,462.46 | 1,533.00 |
| 17. Class "A" Concrete | 63.15 | Cu.Yd. | 65.00 | 62.58 | 3,952.19 | 4,104.75 |
| 18. Metal Reinforcement | 10,030 | Lb. | 0.15 | 0.15 | 1,517.81 | 1,504.50 |
| 19. Metal Guard Rail | 4,803 | Lin.Ft. | 3.00 | 2.91 | 13,999.57 | 14,409.00 |
| 20. Metal Sight Posts | 190 | Each | 2.50 | 2.38 | 451.27 | 475.00 |
| 21. Coarse Cr.Mat'l in Base | 35,912 | Cu.Yd. | 1.75 | 1.63 | 58,610.67 | 62,846.00 |
| 22. 3/4"-0 Mat'l in Base | 9,675 | Cu.Yd. | 1.90 | 1.77 | 17,143.67 | 18,382.50 |
| 23. Sprinkling | 1,292.56 | M-Gal. | 2.00 | 1.50 | 1,934.92 | 2,585.12 |

## FINAL COST ANALYSIS - Contract No. 5053
Goble-Tide Creek, Columbia River Highway

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| *24. Preparation of Base | 3.74 | Mile | 150.00 | 150.00 | 561.00 | 561.00 |
| *25. 3/4"-0 Mat'l in Binder Course | 948 | Cu. Yd. | 3.25 | 2.87 | 2,723.32 | 3,081.00 |
| *26. RC-3 Asphalt | 99.86 | Ton | 42.00 | 42.00 | 4,194.12 | 4,194.12 |
| *27. Asphaltic Concrete Mix. | 14,158.49 | Ton | 4.45 | 4.45 | 63,005.28 | 63,005.28 |
| *28. 85-100 Asphalt in Mix | 803.16 | Ton | 31.00 | 31.00 | 24,897.96 | 24,897.96 |
| *29. Ex. for asph. conc. approaches | 19 | Each | 30.00 | 30.00 | 570.00 | 570.00 |
| *30. Furnish & Placing Aggregates | 946 | Cu. Yd. | 3.00 | 3.00 | 2,838.00 | 2,838.00 |
| *31. 120-150 Asphalt | 63.48 | Ton | 41.00 | 41.00 | 2,602.68 | 2,602.68 |
| *32. RS-1 Asphalt | 24.34 | Ton | 43.00 | 43.00 | 1,046.62 | 1,046.62 |
| PA#1 78" C.M.P., Unctd. | 137 | Lin. Ft. | 48.00 | 48.41 | 6,632.42 | 6,576.00 |
| PA#2 Cement Adj. favor Contr. | 3.16 | Bbl. | 4.30 | 4.30 | 13.59 | 13.59 |
| PA#3 Selct Subgrade Mat'ls | 10,875.2 | Cu. Yd. | 0.35 | 0.339 | 3,690.51 | 3,806.32 |
| PA#5 1/4"-0 Cr. Aggregates in S.P. | 500 | Cu. Yd. | 1.15 | 1.05 | 523.25 | 575.00 |
| PA#5 3/4"-0 Cr. Aggregates in S.P. | 500 | Cu. Yd. | 1.15 | 1.05 | 523.25 | 575.00 |
| Force Account | | | | | 87,941.46 | 88,083.65 |
| | | | | | $700,462.49 | $750,488.26 |

| | |
|---|---|
| Gross Revenue | $ 750,488.26 |
| Total Cost | 700,462.49 |
| Net Profit | $ 50,025.77 |

Net Profit equals 6.66% of Gross Revenue

# DETAIL OF COST - Contract No. 5053

| | | | | |
|---|---|---|---|---|
| Labor: | | | | |
| Labor | | | $ 191,587.11 | |
| Labor Insurance | | | 13,750.15 | $ 205,337.26 |
| Equipment Rental & Miscellaneous Supplies: | | | | |
| Equipment Rental, Owned | | | 192,850.04 | |
| Equipment Rental, Hired | | | 53,727.74 | |
| Gas, Oil and Grease | | | 28,183.86 | |
| Freight and Express | | | 602.17 | |
| Transport | | | 6,231.50 | |
| Bond and Insurance | | | 9,030.71 | |
| Office and Overhead | | | 20,533.73 | |
| Miscellaneous Materials | | | 14,892.53 | |
| Powder and Caps | | | 22,696.12 | 348,748.40 |
| Subcontractors: | | | | |
| Central Heating | Items 24 through 32 | | 87,794.04 | |
| Murray Bros. | Item 1 | | 30,296.85 | 118,090.89 |
| Materials: | | | | |
| 48" Corr. Metal Pipe | 102 Lin. Ft. | @ $12.46 | 1,270.92 | |
| 12" Concrete Pipe | 363 Lin. Ft. | @ $1.05 | 381.15 | |
| 18" Concrete Pipe | 2,433 Lin. Ft. | @ $2.20 | 5,352.60 | |
| 24" Concrete Pipe | 183 Lin. Ft. | @ $3.05 | 558.15 | |
| 30" Concrete Pipe | 99 Lin. Ft. | @ $4.65 | 460.35 | |
| 36" Concrete Pipe | 144 Lin. Ft. | @ $5.90 | 849.60 | |
| 8" Perf. C.M.P. | 2,600 Lin. Ft. | @ $1.20 | 3,120.00 | |
| 78" Corr. Metal Pipe | 137 Lin. Ft. | @ $41.80 | 5,726.60 | |
| Concrete | 63.15 Cu. Yd. | @ $16.40 | 1,035.66 | |
| Reinf. Steel | 10,030 Bb. | @ $0.126 | 1,263.78 | |
| Guard Rail | 4,803 Lin. Ft. | @ $1.21 | 5,811.63 | |
| Guard Rail Posts | 400 Each | @ $5.45 | 2,180.00 | |
| Metal Sight Posts | 190 Each | @ $1.45 | 275.50 | 28,285.94 |
| | | | TOTAL COST | $ 700,462.49 |

## Remarks - Contract No. 5053

This was a "Federal Aid Primary Project" and was to be conducted in accordance with Federal regulations applying to that class of project, calling for grading of 466,700 cubic yards of roadbed excavation; construct one reinforced concrete box culvert; construct 3.75 miles of stone base and shoulders, involving approximately 47,500 cubic yards of crushed materials; construct approximately 13,900 tons of asphaltic concrete; the construction of 3.74 miles of Type 0-11 modified oil mat wearing surface on main highway shoulders; and such additional and incidental work as was called for by the specifications and plans.

The south end of the project was at Station 73+50, which station is 0.23 miles south of the crossing of Tide Creek and 2.3 miles north of the town of Deer Island. The north end of the project was at Station 274+00, which station is 0.06 mile north of Main Street (South City Limits) in the town of Goble. The overall length of the project was 3.79 miles.

The project was bid August 8, 1957, awarded September 20, 1957 and the contractor started work August 27, 1957. The contractor was able to work a portion of the first winter due to the presence of rock. The clearing was subcontracted by Murray Bros., of Bend, Oregon. Grading, drainage, pipe and crushing was all done by prime contractor, with Central Heating Company of Eugene doing Items 24 to 32 inclusive at bid prices. Work progressed very well but slides were a problem which were taken out on force account. Project was completed November 13, 1959.

Equipment used on project was: Three D9 dozers, three D8 dozers, two blades, 80D shovel, B22 dragline, B38 shovel, eight 18-yard Euclid trucks, three S18 scrapers, two 900 compressors and air track drills, two 10-yard trucks, water wagon, roller, crushing plant, 3/4-yard dragline, three pickups and miscellaneous small tools.

Good supervision and equipment in excellent condition contributed to a good profit.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

Contract 5053 7-5-60 A

| | | |
|---|---|---|
| Monthly transaction number<br>7-4 | For 2A U.S. DEPARTMENT OF COMMERCE<br>(5-31-57) BUREAU OF PUBLIC ROADS | te<br>**Oregon** |
| Project report number<br>**11**<br>F-27(7) | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>**Columbia** |
| | | Project number<br>**F-27(7)** |

5053

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **February 17**, 19**58**, is hereby modified as follows:

Revised estimated total cost of project $ **896,072**

Revised Federal funds $ **547,487**

Other revisions

**None**

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **5** day of **July**, 19**60**.

**OREGON STATE HIGHWAY DEPARTMENT**
(Official name of Highway Department)

By Forrest Cooper

Dep **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ **C. G. Polk**
Division Engineer

**By:** R C Wright
**R. C. Wright**
**Administrative Manager**

USComm-DC 11170

Contract 5053

| | | |
|---|---|---|
| Monthly Transaction No.<br>2-43 | For 2<br>(5-[illegible] 57) U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | e<br>Oregon |
| Project Report No.<br>8 | FEDERAL-AID PROJECT AGREEMENT | County<br>Columbia |
| | | Project No.<br>F-27(7) |

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

**Goble-Tide Creek Section of the Columbia River Highway (US-30).**

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | 5/22/57 | - |
| Rights-of-Way | | |
| Construction | 7/24/57 | 3.8 |
| Other *(Specify)* | | |

**FUNDS**

| | |
|---|---|
| Estimated total cost of project<br>$ 845,864.60 | Federal funds<br>$ 523,400.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(title)

By M K McIver
Member, State Highway Commission
(title)

By
Member, State Highway Commission
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C J Polk
Division Engineer

Date executed by Division Engineer February 17, 1958

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11169

Oregon State Highway Department

Federal Aid
Project No. F-27(7)

## GOBLE-TIDE CREEK SECTION OF THE
## COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices).

Salem, Oregon, December 31, 1957

Type Code P.E.

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All | Required | $ | $ 20,000.00 |

Type Code 6201
Roadway (Sta. 73+50 to Sta. 274+00)(Contract No. 5053)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | $ | $ 70,000.00 |
| Drainage Excavation, Unclassified | 3,000 | cu. yds. | 4.00 | 12,000.00 |
| General Excavation, Unclassified | 479,000 | cu. yds. | 0.60 | 287,400.00 |
| Short Overhaul | 1,458,000 | yd. sta. | 0.01 | 14,580.00 |
| Long Overhaul | 172,000 | C-yd.sta. | 0.35 | 60,200.00 |
| Finishing Roadbed and Slopes | 3.74 | miles | 400.00 | 1,496.00 |
| Rounding Cutbanks | 11,000 | lin. ft. | 0.10 | 1,100.00 |
| 48-inch Corrugated Metal Pipe | 120 | lin. ft. | 17.00 | 2,040.00 |
| 12-inch Concrete Pipe | 350 | lin. ft. | 2.00 | 700.00 |
| 18-inch Concrete Pipe | 2,700 | lin. ft. | 3.50 | 9,450.00 |
| 24-inch Concrete Pipe | 200 | lin. ft. | 4.60 | 920.00 |
| 30-inch Concrete Pipe | 110 | lin. ft. | 6.00 | 660.00 |
| 36-inch Concrete Pipe | 210 | lin. ft. | 7.50 | 1,575.00 |
| Extra for Pipe Under Pavement | 90 | lin. ft. | 4.00 | 360.00 |
| 8-inch Perforated Metal Drain Pipe | 4,000 | lin. ft. | 1.75 | 7,000.00 |
| Special Backfill in Drains | 630 | cu. yds. | 4.00 | 2,520.00 |
| Class "A" Concrete | 60 | cu. yds. | 65.00 | 3,900.00 |
| Metal Reinforcement | 8,100 | lbs. | 0.15 | 1,215.00 |
| Metal Guard Rail | 3,500 | lin. ft. | 3.00 | 10,500.00 |
| Metal Sight Posts | 190 | only | 2.50 | 475.00 |
| Coarse Crushed Material in Base | 38,000 | cu. yds. | 1.75 | 66,500.00 |
| 3/4" - 0 Material in Base | 9,500 | cu. yds. | 1.90 | 18,050.00 |
| Sprinkling | 1,800 | M-gals. | 2.00 | 3,600.00 |
| Preparation of Base | 3.74 | miles | 150.00 | 561.00 |
| 3/4" - 0 Material in Binder Course | 700 | cu. yds. | 3.25 | 2,275.00 |
| RC-3 Asphalt | 110 | tons | 42.00 | 4,620.00 |
| Asphaltic Concrete Mixture | 13,900 | tons | 4.45 | 61,855.00 |
| 85-100 Asphalt in Mixture | 834 | tons | 31.00 | 25,854.00 |
| Extra for Asphaltic Concrete Approaches | 14 | only | 30.00 | 420.00 |
| Furnishing and Placing Aggregates | 880 | cu. yds. | 3.00 | 2,640.00 |
| 120-150 Asphalt | 70 | tons | 41.00 | 2,870.00 |
| RS-1 Asphalt | 20 | tons | 43.00 | 860.00 |
| | | | | $678,196.00 |
| Flagging (57½% of Contractor's Cost) | | | | 7,000.00 |
| | Subtotal | | | $685,196.00 |
| | 10% Engr. & Cont. | | | 68,519.60 |
| | | Total | | $753,715.60 |

Type Code X421
Tide Creek Bridge (Sta. 84+85 to Sta. 87+07)(Contract No. 5060)

| | | | | |
|---|---|---|---|---|
| Shoring, Cribbing, Etc. | All | Required | $ | $ 1,500.00 |

| | | | |
|---|---|---|---|
| Structural Excavation | 445 cu. yds. | $8.00 | $ 3,560.00 |
| Furnish Steel Piling | 360 lin. ft. | 4.00 | 1,440.00 |
| Drive Steel Piles | 9 only | 75.00 | 675.00 |
| Furnish Untreated Timber Piling | 1,920 lin. ft. | 0.60 | 1,152.00 |
| Drive Untreated Timber Piles | 64 only | 42.00 | 2,688.00 |
| Furnish Treated Timber Piling | 720 lin. ft. | 1.00 | 720.00 |
| Drive Treated Timber Piles | 24 only | 45.00 | 1,080.00 |
| Class "A" Concrete | 550 cu. yds. | 66.00 | 36,300.00 |
| Metal Reinforcement | 130,000 lbs. | 0.125 | 16,250.00 |
| 8-inch Metal Drain Pipe | 75 lin. ft. | 3.00 | 225.00 |
| | Subtotal | | $ 65,590.00 |
| | 10% Engr. & Cont. | | 6,559.00 |
| | Total | | $ 72,149.00 |

Length of Roadway - - - - - - - - - -3.747 Miles
Length of Structure - - - - - - - - -0.042 Mile
Total Length- - - - - - - - - - - - -3.789 Miles
Cost of Roadway Per Mile- - - - - -$201,151.74

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 20,000.00 | $ 12,000.00 | $ 8,000.00 |
| Roadway | 753,715.60 | 466,776.00 | 286,939.60 |
| Structure | 72,149.00 | 44,624.00 | 27,525.00 |
| | $845,864.60 | $523,400.00 | $ 322,464.60 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

void

Oregon State Highway Department

Federal Aid
Project No. F-27(7)

## GOBLE-TIDE CREEK SECTION OF THE
## COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 15, 1957

Type Code P. E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 20,000.00 |

Type Code 6201
Roadway (Sta. 73+50 to Sta. 274+00)

| | | | |
|---|---|---|---|
| Clearing and Grubbing | All Required | | 50,000.00 |
| Drainage Excavation, Unclassified | 3,000 cu. yds. | 3.00 | 9,000.00 |
| General Excavation, Unclassified | 479,000 cu. yds. | 0.68 | 325,720.00 |
| Short Overhaul | 1,458,000 yd. sta. | 0.015 | 21,870.00 |
| Long Overhaul | 172,000 C-y-sta. | 0.40 | 68,800.00 |
| Finishing Roadbed and Slopes | 3.74 Miles | 1,200.00 | 4,488.00 |
| Rounding Cutbanks | 11,000 lin. ft. | 0.20 | 2,200.00 |
| 48-inch Corrugated Metal Pipe | 120 lin. ft. | 25.00 | 3,000.00 |
| 12-inch Concrete Pipe | 350 lin. ft. | 2.50 | 875.00 |
| 18-inch Concrete Pipe | 2,700 lin. ft. | 4.50 | 12,150.00 |
| 24-inch Concrete Pipe | 200 lin. ft. | 6.00 | 1,200.00 |
| 30-inch Concrete Pipe | 110 lin. ft. | 8.00 | 880.00 |
| 36-inch Concrete Pipe | 210 lin. ft. | 10.00 | 2,100.00 |
| Extra for Pipe Under Pavement | 90 lin. ft. | 3.00 | 270.00 |
| 8-inch Perforated Metal Drain Pipe | 4,000 lin. ft. | 2.50 | 10,000.00 |
| Special Backfill in Drains | 630 cu. yds. | 6.00 | 3,780.00 |
| Class "A" Concrete | 60 cu. yds. | 60.00 | 3,600.00 |
| Metal Reinforcement | 8,100 lbs. | 0.15 | 1,215.00 |
| Metal Guard Rail | 3,500 lin. ft. | 3.00 | 10,500.00 |
| Metal Sight Posts | 190 only | 3.00 | 570.00 |
| Coarse Crushed Material in Base | 38,000 cu. yds. | 1.95 | 74,100.00 |
| 3/4" - 0 Material in Base | 9,500 cu. yds. | 2.15 | 20,425.00 |
| Sprinkling | 1,800 M-Gals | 3.00 | 5,400.00 |
| Preparation of Base | 3.74 miles | 300.00 | 1,122.00 |
| 3/4" - 0 Material in Binder Course | 700 cu. yds. | 3.50 | 2,450.00 |
| RC - 3 Asphalt | 110 tons | 45.00 | 4,950.00 |
| Asphaltic Concrete Mixture | 13,900 tons | 3.80 | 52,820.00 |
| 85-100 Asphalt in Mixture | 834 tons | 36.00 | 30,024.00 |
| Extra for Asphaltic Concrete Approaches | 14 only | 25.00 | 350.00 |
| Furnishing and Placing Aggregates | 880 cu. yds. | 4.00 | 3,520.00 |
| 120-150 Asphalt | 70 tons | 50.00 | 3,500.00 |
| RS - 1 Asphalt | 20 tons | 55.00 | 1,100.00 |
| | | | $731,979.00 |

void

| | | |
|---|---|---|
| Flagging (57½% of Contractor's Cost) | | $ 7,000.00 |
| | Subtotal | $738,979.00 |
| | 10% Engr. and Cont. | 73,897.90 |
| | Total | $812,876.90 |

| | |
|---|---|
| Length of Roadway - - - - - - - - - - - - | 3.740 Miles |
| Length of Structure - - - - - - - - - - - | 0.049 Miles |
| Total Length - - - - - - - - - - - - - - | 3.789 Miles |
| Cost of Roadway Per Mile - - - - - - - | $217,346.76 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 20,000.00 | $ 12,000.00 | $ 8,000.00 |
| Roadway | 812,876.90 | 503,000.00 | 309,876.90 |
| | $832,876.90 | $515,000.00 | $317,876.90 |

Oregon State Highway Department

Federal Aid
Project No. F-27(7)

## GOBLE-TIDE CREEK SECTION OF THE
## COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 29, 1957

Type Code P.E.

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All | Required | $ | $ 20,000.00 |

Type Code 6201
Roadway (Sta. 73+50 to Sta. 274+00)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | $ | $ 50,000.00 |
| Drainage Excavation, Unclassified | 3,000 | cu. yds. | 3.00 | 9,000.00 |
| General Excavation, Unclassified | 479,000 | cu. yds. | 0.73 | 349,670.00 |
| Short Overhaul | 1,458,000 | yd. sta. | 0.015 | 21,870.00 |
| Long Overhaul | 172,000 | C-yd.sta. | 0.40 | 68,800.00 |
| Finishing Roadbed and Slopes | 3.74 | miles | 1,200.00 | 4,488.00 |
| Rounding Cutbanks | 11,000 | lin. ft. | 0.20 | 2,200.00 |
| 48-inch Corrugated Metal Pipe | 120 | lin. ft. | 25.00 | 3,000.00 |
| 12-inch Concrete Pipe | 350 | lin. ft. | 2.50 | 875.00 |
| 18-inch Concrete Pipe | 2,700 | lin. ft. | 4.50 | 12,150.00 |
| 24-inch Concrete Pipe | 200 | lin. ft. | 6.00 | 1,200.00 |
| 30-inch Concrete Pipe | 110 | lin. ft. | 8.00 | 880.00 |
| 36-inch Concrete Pipe | 210 | lin. ft. | 10.00 | 2,100.00 |
| Extra for Pipe Under Pavement | 90 | lin. ft. | 3.00 | 270.00 |
| 8-inch Perforated Metal Drain Pipe | 4,000 | lin. ft. | 2.50 | 10,000.00 |
| Special Backfill in Drains | 630 | cu. yds. | 6.00 | 3,780.00 |
| Class "A" Concrete | 60 | cu. yds. | 60.00 | 3,600.00 |
| Metal Reinforcement | 8,100 | lbs. | 0.15 | 1,215.00 |
| Metal Guard Rail | 3,500 | lin. ft. | 3.00 | 10,500.00 |
| Metal Sight Posts | 190 | only | 3.00 | 570.00 |
| Coarse Crushed Material in Base | 38,000 | cu. yds. | 1.95 | 74,100.00 |
| 3/4" - 0 Material in Base | 9,500 | cu. yds. | 2.15 | 20,425.00 |
| Sprinkling | 1,800 | M-gals. | 3.00 | 5,400.00 |
| Preparation of Base | 3.74 | miles | 300.00 | 1,122.00 |
| 3/4" - 0 Material in Binder Course | 700 | cu. yds. | 3.50 | 2,450.00 |
| RC-3 Asphalt | 110 | tons | 45.00 | 4,950.00 |
| Asphaltic Concrete Mixture | 13,900 | tons | 4.30 | 59,770.00 |
| 85-100 Asphalt in Mixture | 834 | tons | 36.00 | 30,024.00 |
| Extra for Asphaltic Concrete Approaches | 14 | only | 25.00 | 350.00 |
| Furnishing and Placing Aggregates | 880 | cu. yds. | 4.00 | 3,520.00 |
| 120-150 Asphalt | 70 | tons | 50.00 | 3,500.00 |
| RS-1 Asphalt | 20 | tons | 55.00 | 1,100.00 |
| | | | | $762,879.00 |
| Flagging (57½% of Contractor's Cost) | | | | 7,000.00 |
| | | Subtotal | | $769,879.00 |
| | | 10% Engr. & Cont. | | 76,987.90 |
| | | | Total | $846,866.90 |

| | |
|---|---|
| Length of Roadway | 3.740 Miles |
| Length of Structure | 0.049 Mile |
| Total Length | 3.789 Miles |
| Cost of Roadway Per Mile | $226,435.00 |

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 20,000.00 | $ 12,000.00 | $ 8,000.00 |
| Roadway | 846,866.90 | 524,000.00 | 322,866.90 |
| | $866,866.90 | $536,000.00 | $330,866.90 |

Oregon State Highway Department

**Federal Aid**
**Project No. F-27(7)**

## GOBLE-TIDE CREEK SECTION OF THE COLUMBIA RIVER HIGHWAY

## IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon September 17, 1957

Type Code P. E.

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All | Required | | $ 20,000.00 |

Type Code 6201
Roadway (Sta. 73+50 to Sta. 274+00)(Low Bid Prices)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | | $ 70,000.00 |
| Drainage Excavation, Unclassified | 3,000 | cu. yds. | $ 4.00 | 12,000.00 |
| General Excavation, Unclassified | 479,000 | cu. yds. | .60 | 287,400.00 |
| Short Overhaul | 1,458,000 | yd. sta. | .01 | 14,580.00 |
| Long Overhaul | 172,000 | C-yds.Sta. | .35 | 60,200.00 |
| Finishing Roadbed and Slopes | 3.74 | miles | 400.00 | 1,496.00 |
| Rounding Cutbanks | 11,000 | lin. ft. | .10 | 1,100.00 |
| 48-inch Corrugated Metal Pipe | 120 | lin. ft. | 17.00 | 2,040.00 |
| 12-inch Concrete Pipe | 350 | lin. ft. | 2.00 | 700.00 |
| 18-inch Concrete Pipe | 2,700 | lin. ft. | 3.50 | 9,450.00 |
| 24-inch Concrete Pipe | 200 | lin. ft. | 4.60 | 920.00 |
| 30-inch Concrete Pipe | 110 | lin. ft. | 6.00 | 660.00 |
| 36-inch Concrete Pipe | 210 | lin. ft. | 7.50 | 1,575.00 |
| Extra for Pipe under Pavement | 90 | lin. ft. | 4.00 | 360.00 |
| 8-inch Perforated Metal Drain Pipe | 4,000 | lin. ft. | 1.75 | 7,000.00 |
| Special Backfill in Drains | 630 | cu. yds. | 4.00 | 2,520.00 |
| Class "A" Concrete | 60 | cu. yds. | 65.00 | 3,900.00 |
| Metal Reinforcement | 8,100 | lbs. | .15 | 1,215.00 |
| Metal Guard Rail | 3,500 | lin. ft. | 3.00 | 10,500.00 |
| Metal Sight Posts | 190 | only | 2.50 | 475.00 |
| Coarse Crushed Material in Base | 38,000 | cu. yds. | 1.75 | 66,500.00 |
| 3/4" - 0 Material in Base | 9,500 | cu. yds. | 1.90 | 18,050.00 |
| Sprinkling | 1,800 | M-gals. | 2.00 | 3,600.00 |
| Preparation of Base | 3.74 | miles | 150.00 | 561.00 |
| 3/4" - 0 Material in Binder Course | 700 | cu. yds. | 3.25 | 2,275.00 |
| RC-3 Asphalt | 110 | tons | 42.00 | 4,620.00 |
| Asphaltic Concrete Mixture | 13,900 | tons | 4.45 | 61,855.00 |
| 85-100 Asphalt in Mixture | 834 | tons | 31.00 | 25,854.00 |
| Extra for Asphaltic Concrete Approaches | 14 | only | 30.00 | 420.00 |
| Furnishing and Placing Aggregates | 880 | cu. yds. | 3.00 | 2,640.00 |
| 120-150 Asphalt | 70 | tons | 41.00 | 2,870.00 |
| RS-1 Asphalt | 20 | tons | 43.00 | 860.00 |
| | | | | $678,196.00 |
| Flagging (57½% of Contractor's Cost) | | | | 7,000.00 |

|  |  |
|---|---|
| Subtotal | $685,196.00 |
| 10% Engr. & Cont. | 68,519.60 |
| Total | $753,715.60 |

**Type Code X421**
**Tide Creek Bridge (Sta. 84+85 to Sta. 87+07)**

|  |  |  |  |
|---|---|---|---|
| Shoring, Cribbing, etc. | All Required |  | $ 7,500.00 |
| Structural Excavation | 445 cu. yds. | $10.00 | 4,450.00 |
| Furnish Steel Piling | 360 lin. ft. | 5.00 | 1,800.00 |
| Drive Steel Piles | 9 only | 70.00 | 630.00 |
| Furnish Untreated Timber Piling | 1,920 lin. ft. | 1.00 | 1,920.00 |
| Drive Untreated Timber Piles | 64 only | 60.00 | 3,840.00 |
| Furnish Treated Timber Piling | 720 lin. ft. | 1.50 | 1,080.00 |
| Drive Treated Timber Piles | 24 only | 70.00 | 1,680.00 |
| Class "A" Concrete | 550 cu. yds. | 75.00 | 41,250.00 |
| Metal Reinforcement | 130,000 lbs. | .13 | 16,900.00 |
| 8-inch Metal Drain Pipe | 75 lin. ft. | 4.00 | 300.00 |
| Subtotal |  |  | $ 81,350.00 |
| 10% Engr. & Cont. |  |  | 8,135.00 |
| Total |  |  | $ 89,485.00 |

|  |  |
|---|---|
| Length of Roadway | 3.747 miles |
| Length of Structure | 0.042 miles |
| Total Length | 3.789 miles |
| Cost of Roadway per mile | $201,151.74 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 20,000.00 | $ 12,000.00 | $ 8,000.00 |
| Roadway | 753,715.60 | 466,700.00 | 287,015.60 |
| Structure | 89,485.00 | 55,300.00 | 34,185.00 |
|  | $863,200.60 | $534,000.00 | $329,200.60 |

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[illegible]

5-53

February 19, 1960

The Fidelity & Casualty Co. of N. Y.
160 Pine Street
San Francisco 11
California

Gentlemen:

State Highway contract #5053 for grading-paving the Goble-Tide Creek Section of the Columbia River Highway in Columbia County was completed by the contractor, Rogers Construction Co., on November 10, 1959, and was formally accepted by the Highway Commission on January 28, 1960.

Final payment in the amount of $22,679.77 will be released to the contractor on or after February 29, 1960. The total contract amount is $750,488.26, of which amount $88,083.65 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Fidelity & Casualty Co. of N. Y.
Pallett, Fisher & Carlo, Inc.,
US National Bank Bldg.,
Portland 4, Oregon

FORM E-123-X 50M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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NOTED
W. C. WILLIAMS

A

January 20, 1960

Mr. W. R. Rogers
Rogers Construction Company
11760 N. E. Glisan Street
Portland 20, Oregon

Coble-Tide Creek Section
Columbia River Highway
Contract No. 5053

Dear Mr. Rogers:

I am returning unapproved two copies of Bill No. 5 under Extra Work Order No. 10 on this section in the amount of $583.18.

Article 1.9.7 of the Standard Specifications for Highway Construction clearly states that the percentage allowances made to the contractor under extra work items will include the cost of insurance premiums.

We are therefore unable to justify payment of this bill.

Very truly yours,

W. C. Williams
State Highway Engineer

By ORIGINAL SIGNED BY
L. H. YOUNG
L. H. Young
Assistant Construction Engineer

Enc.

FBK:fp
cc W. C. Williams
A. E. Johnson
R. L. Porter

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-1—(Rev.)—10M—2-59

F 27(7)
5053

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 19, 1959

Section Goble - Tide Creek

Kind of work Grading and Paving

Highway Columbia River County Columbia

Section prefix 5-1035

Contractor Rogers Construction Co.

Contract number 5053

Date of contract September 30, 1957

Specified work days 160(36 day extension)

Date work started August 27, 1957

Work days used 193

Project authorization $779,901.75

Exclusive of engineering $724,442.07

Per cent of time elapsed 121 %

Estimated cost of completed project, exclusive of engineering $752,000.00

Estimated per cent overrun or underrun + 4.0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $55,459.68

Engineering cost to date $60,000.00, 109 %

Date project was completed Nov. 13, 1959

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| 100 | 100 | 100 | ——— | 100 | 100 | ----- |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final estimated submitted Wednesday, December 16, 1959

NOTED

NOTED

CONSTRUCTION DIVISION
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DEC 21 1959
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CE ACE ACE COE

NOTED
C. E. PAULSEN

Signed William E. Maltby

Address Box 4699 Sellwood Sta. Portland 2, Oregon

**Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.**

State Printing

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 3.74 | 3.74 |  | 3.74 | 3.74 |
| Miles partially completed | ---- | ------- | ------- | ------ | ------ |
| Miles completed | 3.74 | 3.74 |  | 3.74 | 3.74 |
| Total estimated quantities (contract) | 479,000 | 49,080 | ------- |  | 13,900 |
| Total quantities corrected to date | 466,700 | 45,600 | ------- | -------- | 14,160 |
| Estimated quantities moved or placed to date | 466,700 | 45,600 | ------- | ----- | 14,160 |
| Average daily quantities | ----- |  |  |  |  |
| Average daily quantities necessary to complete project on time | ------ |  |  |  |  |
| Number shifts per day | ------ |  |  |  |  |
| Hours per shift | ------- |  |  |  |  |
| Average force on project for week | -------- |  |  |  |  |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors ............, Bulldozers ............, Compaction rollers ............, . . . . ............, . . . . ............, . . . . ............

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday |  |  |  |
| Monday | cloudy |  |  |
| Tuesday | Cloudy |  |  |
| Wednesday | Fair |  |  |
| Thursday | Fair |  |  |
| Friday | Cloudy |  |  |
| Saturday |  |  |  |

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December 10, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10-Supplemental covering slide removal, salvaging and relaying pipe on the Goble-Tide Creek Section of the Columbia River Highway in Columbia County, Contract No. 5053, in connection with Federal Aid Project No. F-27(7).

This supplement to Order for Extra Work No. 10 is submitted to cover the overrun in the original order, which was approved by the BPR July 24, 1959. This contract was held open for the slide removal and remedial work with the knowledge and consent of the BPR.

An analysis of the work and comparison of costs under price agreement as proposed by the contractor are enclosed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBF:jb
Enc.

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 2, Oregon
December 3, 1959

SUBJECT: Cost and Quantity Summary EWO #10
Goble - Tide Creek Section
Contrast 5053 Prefix 5-1035

To: A.E. Johnson
Asting Division Engineer
State Highway Dept.
Portland 2, Oregon

Attention: A.V. Benedict

Herewith the information requested by you and Mr. Fred Klaboe concerning the quantities and cost of the extra work on the above mentioned contrast.

The cost per unit is based on the total cost of the extra work order and includes the contractors 15% allowance.
The cost of the metal drain pipe was computed including the backfill material because of the diffuculty in determining the haul cost.

You will notice that the quantities excavated are approximately double that of the original work order estimate.

The following is a comparison of the unit prices given us by Rogers Construction Co. for Price Agreement:

| | EWO Unit Cost | Rogers Const. PA Unit Cost |
|---|---|---|
| Comm. Excav. | $0.619/c.y. | $1.40/c.y. |
| Rockbackfill | 1.349/c.y. | 2.00/c.y. |
| 8" perf. pipe | 2.99/lin.ft. | 3.67/lin.ft. incl. backfill |
| Asph. pav't | 12.253/T | 16.00/ T |
| Base rock | 1.30/c.y. | 1.75/c.y. |

| | EWO #10 Total Cost | | | Rogers PA Total Cost Estim. | | |
|---|---|---|---|---|---|---|
| Comm. Exc. | 20,000c.y. | @0.619= | $12,371 | 20,000c.y. | @$1.40= | $28,000 |
| Rockbackfill | 38,000c.y. | @1.349= | 51,266 | 38,000c.y. | @ 2.00= | 76,000 |
| 8" perf. pipe | 1300 lin.ft. | @2.99= | $3890 | 1,300lin.ft. | @3.67= | 4,771 |
| Asph pav't | 568 T | @12.253= | 6,960 | 568 ton | @16.00= | 9088 |
| Base rock | 920 c.y. | @ 1.30 = | 1,200 | 920 c.y. | @ 1.75= | 1,610 |
| Total cost | | | $75,687.- | | | $119,494.- |

William E. Maltby
William E. Maltby
Resident Engineer

GOBLE - TIDE CREEK SECTION
COLUMBIA RIVER HWY..

EWO #10

## Cost Summation Breakdown per Operation

The following prices are based on the total operation cost including the contractors 15% allowance.

* Common Excavation *

20,000 c.y. total in slide areas.

| | August | September | October | November | Total Cost per Oper.. |
|---|---|---|---|---|---|
| Labor | $ 973- | $ 1757- | | | |
| Equip. | 2825- | 5910- | | | |
| Mater. | 526- | 380- | | | |
| Total | $4324- | $ 8047- | | | $12,371- |

Cost per c.y. = $12,371- / 20,000 = $0.619 per c.y.

* Rock Backfill in Place *

38,000 c.y. in slide areas.

| | August | September | October | November | Total Cost per Oper.. |
|---|---|---|---|---|---|
| Labor | | $ 3421- | $ 7083- | $ 1372- | |
| Equip. | | 8589- | 21520 | 3838- | |
| Mater. | | 2308- | 2977- | 158- | |
| Total | | $ 14318- | $31580- | $ 5368- | $51,266- |

Cost per c.y. = $51266 / 38000 = $1.349 per c.y.

* 8inch Per. Metal Drain Pipe in Place *

1300 lin. Ft. perf. metal drain pipe in place.

| | August | September | October | November | Total Cost per Oper.. |
|---|---|---|---|---|---|
| Labor | | $ 1113- | $ 160- | | |
| Mater. | | - | 2617- | | |
| Total | | $ 1113- | $ 2777- | | $ 3,890- |

Cost per lin. ft. incl. backfill = $3890- / 1300 $2.99 per lin. ft.

*Surfacing *

568 tons asph. conc. pav't. & 920 c.y. base rock in place.

| | August | September | October | November | Total Cost per Oper.. |
|---|---|---|---|---|---|
| Mater. | | | $ 8160- | | $ 8160- |

Cost per ton asph pav't in place = $6960- / 568 $12.253 per ton hauled from Rainier Ore.

Cost per c.y. rock in place = $1200 / 920 = $1.30 per c.y. hauled from Deer Island

### Cost Summary for Total EWO #10

| | |
|---|---|
| Labor | $15,879.68 |
| Equipment | $42,681.44 |
| Material | $17,126.41 |
| EWO#10 Total | $75,687.53 |

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A

November 19, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 10, 1959, on Contract No. 5053, Goble-Tide Creek Section, in Columbia County, in connection with Federal Aid Project No. F-27(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb
cc: Clarence G. Swenson

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A

September 24, 1959

Rogers Construction Co.,
11760 NW Glisan Street
Portland 16
Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 24, 1959, had under discussion your request for an extension of time from 160 workdays to 196 workdays within which to complete your contract #5053 for grading-paving the Goble-Tide Creek Section of the Columbia River Highway in Columbia County.

We are pleased to inform you that the Highway Commission granted you 36 additional workdays. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
cc: A. E. Johnson
W. E. Maltby
Tom Edwards

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dc

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57-3

A

September 9, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

It has been necessary to do slide corrective work on the Goble-Tide Creek Section of the Columbia River Highway subsequent to the completion of the contract bid items on this project. I am requesting the Highway Commission to increase the number of workdays from 160 to 196 to allow the contractor enough time to do the work without penalty.

All of the contractor's equipment had been moved off the job at the time the extra work was initiated. We, therefore, feel that the number of workdays he would be entitled to for a job of this magnitude, $37,000, would be the same number as if this were an independent contract. He had 9 days remaining after all contract bid items were finished on the contract.

We are asking your concurrence in the increase of the number of workdays in the amount of 36 as stated above. Please advise.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

LHY:fp ae

A

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5053

September 9, 1959

Oregon State Highway Commission

Request for Extension of Time
No. 5
September 24-25 Meeting

Gentlemen:

We are in receipt of a Rogers Construction Company request for an increase of 36 in number of workdays in which to complete construction on the Goble-Tide Creek Section of the Columbia River Highway, Contract No. 5053.

The occasion for requesting additional workdays is slide corrective work which was necessary after the contract bid items for this job had been completed. The magnitude of the slide corrective work is such as would justify 36 additional workdays.

It is recommended that the number of workdays without liquidated damages be increased from 160 to 196.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Tom Edwards

LHY:fp ae

OREGON STATE HIGHWAY COMMISSION

# Engineers Recommendation Regarding Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5053 Contractor Rogers Construction Co.

Highway Columbia River

Section Goble-Tide Creek

Kind of Work Additional slide correction work

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

All items under original contract were completed 9/11/59. Requested time extension is to provide for additional slide correction work under Extra Work Order which was received after that date.

extra

Recommended for Approval:

A L Johnson
Assistant Division Engineer

L. H. Young
Construction Engineer or Bridge Engineer

Deputy State Highway Engineer

Contract No. 5053

Project designation 5-1035
State-Federal

Date awarded 7/30/57

Work started 8/27/57

Per cent completed see above 9/11/59 [redacted]

No. of Workdays Allowed 160

No. of Workdays Used 151

No. of Added Workdays Requested 36

E—330 (Rev.)—6M—10-57

**OREGON STATE HIGHWAY COMMISSION**

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

**Oregon State Highway Commission**
**Salem, Oregon**

Date August 12, 1959

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 160 days to 205 days, within which to complete our Contract No. 5053, without the assessment of liquidated damages. The said contract is described as follows: Grading & Paving Goble - Tide Cr. Sec. - Columbia River Hwy. Columbia Co.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Order for extra work No. 10
Slides occurred during winter after our equipment had been removed.

Respectfully submitted,

ROGERS CONSTRUCTION CO.
Contractor

By
W. R. Rogers

---

**CONSENT OF SURETY**

Date AUGUST 17th, 1959

We, THE FIDELITY AND CASUALTY COMPANY OF NEW YORK, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James E. McTigue
Attorney-in-fact (James E. McTigue)
FALLETT, FISHER & CARLO, INC.
BY: Fred R. Fisher
Resident Agents at Portland, Oregon

(SEAL)

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July 21, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10 covering slide removal and correction of distorted area on the Goble-Tide Creek Section of the Columbia River Highway in Columbia County, Contract No. 5053, in connection with Federal Aid Project No. F-27(7).

Work on this Section was completed last fall with the exception of shoulder oiling and clean-up. Subsequent to that time slides have occurred between Stations 101+50 and 110, and between Stations 178+50 and 186+00. The slides were deep seated and caused upheaval of the pavement in the areas noted above.

Repair work will consist of slide removal; excavating the cut to approximately five feet below the existing ditch line and backfilling with rock; relaying perforated pipe; and pavement repair. It is not contemplated removing the pavement. Distortion of the pavement between Stations 101+50 and 110 is minor and repair will be small. The pavement repair at Stations 178+50 to 186+00 will require tapering off at both ends of the 3 foot plus upheaved area for a distance of about 400 feet. Base rock and A. C. pavement will be used for this repair. The upheaved area is to be left in place to serve as a counter-balance which with the rock inlay will cure the slide.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Encl.

FORM E-30 50M 11-58 15860

PLEASE RETURN TO
FORREST COOPER

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

5053

Salem, Oregon
July 20, 1959

SUBJECT: Goble-Tide Creek Section
Columbia River Highway
Contract No. 5053

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Forwarded herewith is Extra Work Order No. 10 on the subject project in the amount of $32,200.

Included with this order is a photo-copy of a letter of transmittal which accompanied a like order forwarded to your office on the first of this month. Somewhere between your office and this office the original extra work order was lost. We have searched this building in every conceivable place without locating the lost order and are therefore submitting a new one to begin the process all over again.

Tom Edwards
Construction Engineer

By FBKlaboe
F. B. Klaboe
Field Construction Engineer

FBK:jw

Attach.

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OFFICE OF
STATE HIGHWAY ENGINEER

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OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Edw –
BY DEPUTY STATE HIGHWAY ENGINEER

Has BPR approved?

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F-27(7)

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June 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Our File Project F-27(7)
Goble-Tide Creek Section
Columbia River Highway
Your File [illegible]6-35.4-[illegible]

Dear Sir:

Reference is made to your recent inquiry concerning remedial action proposed by the State Highway Department for correcting slides between Station 101+50 to Station 110+00 and Station 178+50 to Station 186+00 on subject section.

Both slides are large land-mass type movements extending in the neighborhood of 1,000 feet perpendicular to the existing highway. Movement is fairly slow and manifests itself through an upheaval in the roadbed of the new highway.

The damage to the highway due to the slide near Station 102 consists of heaving the roadbed a maximum of a foot in elevation between Station 101+50 to Station 110 and a general failure of the cut slope southerly of the highway between these same sections. The damage to the highway near Station 178 consists of an upheaval in the neighborhood of three feet between Station 178+50 and Station 186. We have, during the past winter, done such maintenance work to these upheaved areas as was required for safe travel by the public.

We now propose to execute, between the contractor and the State Highway Department, a Price Agreement or Force Account Order, which ever is appropriate, to accomplish the following enumerated corrections:

1. The existing 1½:1 cut slope southerly of both slide areas will be excavated approximately a ½:1 slope and the area backfilled with suitable rock inlay material. We intend to make the excavation for this rock inlay a minimum of five feet below the ditch line and

15 feet deep horizontally. Our estimate is that the excavation for these two areas amounts to approximately 8,800 cubic yards. The material used for the backfilling will be fairly well-graded rock between 3/4 cubic yard and six inches in size. There is no scientific method of determination for the amount of inlay necessary in this type operation; however, experience over the past years has proved an operation such as this very successful. Enclosed are sketches, in triplicate, showing our method of procedure.

2. The surface through the upheaved areas between Stations 101+50 and 110 will be given minimum smoothing, refinishing, and tapering treatment with asphaltic concrete.

3. The surface between Stations 178+50 and 186 will receive minimum refinishing work with base rock and asphaltic concrete. Since the slide has somewhat stabilized after taking the original two- to three-foot upheaval, we have elected not to remove the heaved portion of this highway. We will, instead, ramp off on both sides of the area the two to three feet in a horizontal distance of about 400 feet. The adverse grade created by this tapering procedure will be very minor, and, due to the alignment, almost unnoticeable. This procedure will give us the benefit of a two- to three-foot counterbalance, which will assist in holding down further upheaval movement.

We expect to have the Price Agreement or Force Account Order negotiated within the next week to ten days for an estimated total cost of about $40,000 and, at such time, we will discuss it further with personnel from your office. Participation by the Bureau of Public Roads is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

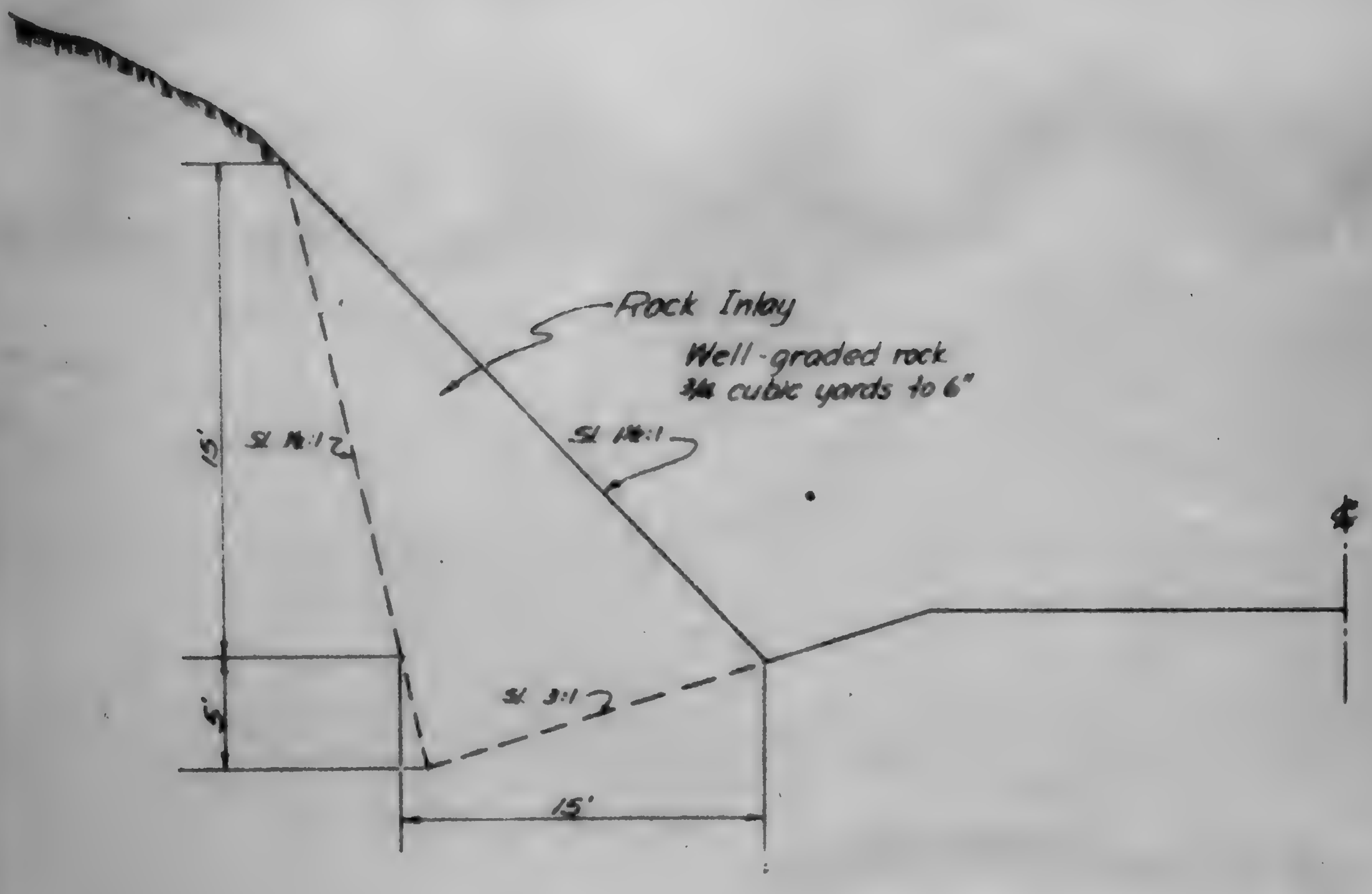
cc Mr. W. C. Williams
Mr. Tom Edwards

FBK:fp fn

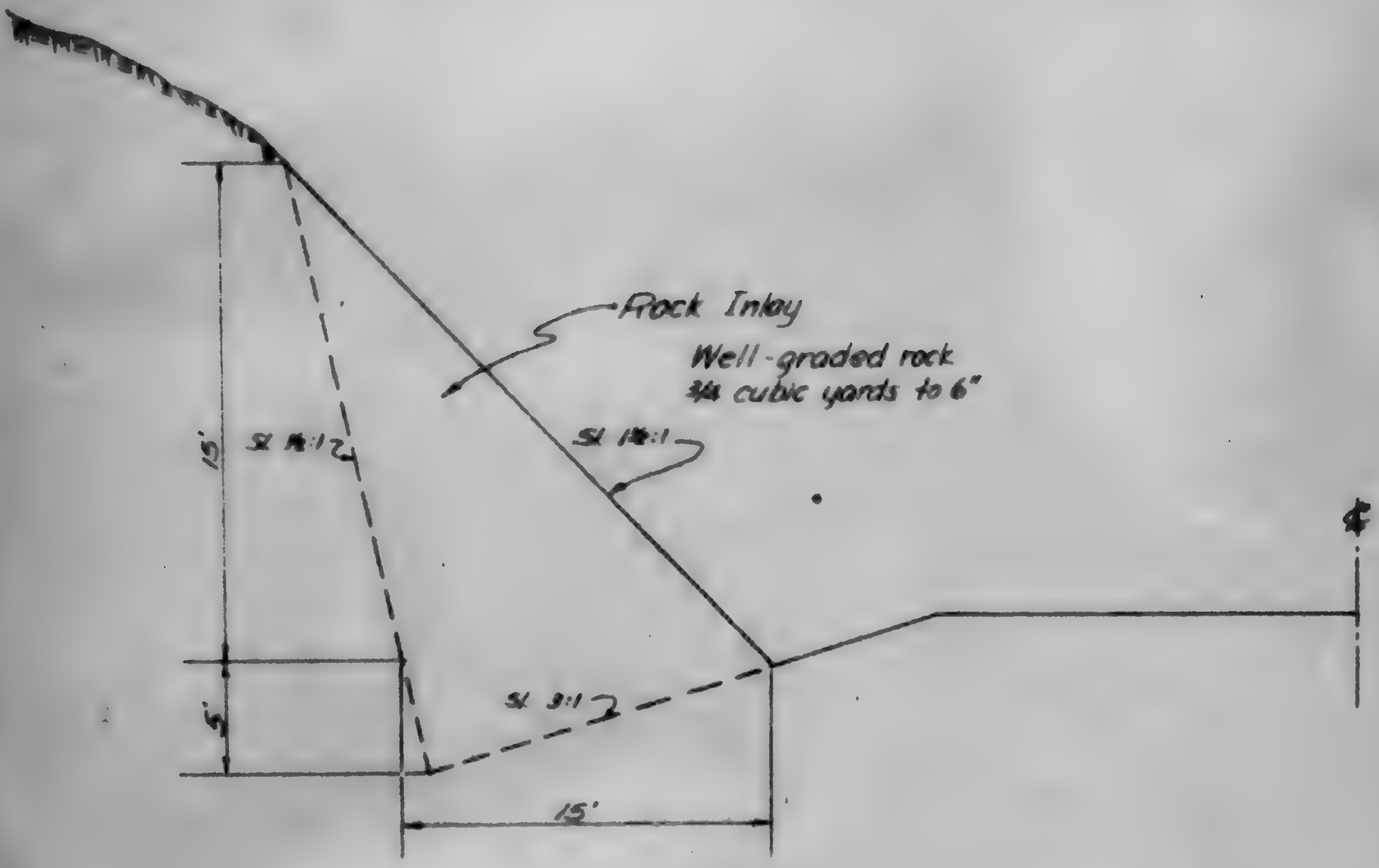
# Goble - Tide Creek Slide Repair

## Columbia River Hwy.

Sta. 101+50 to 110+00
Sta. 178+50 to 186+00


Rock Inlay
Well-graded rock
¾ cubic yards to 6"
Sl. 1¼:1
Sl. ¼:1
Sl. 3:1
15'
5'
15'
℄

# Goble - Tide Creek Slide Repair
Columbia River Hwy.
Sta. 101+50 to 110+00
Sta. 178+50 to 186+00


Rock Inlay
Well-graded rock
¾ cubic yards to 6"
Sl. ¼:1
Sl. 1½:1
Sl. 3:1
15'
5'
15'
℄

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
**BUREAU OF PUBLIC ROADS**
REGION EIGHT

When replying, refer to:
08-35.4-0

408 State Highway Bldg.
Salem, Oregon

June 12, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

CONSTRUCTION DIVISION
**RECEIVED**
JUN 15 1959
NOTED--☐☐☐☐☐
CE ACE ACE COE

Re: Oregon Project F-27(7),
Goble-Tide Creek Section,
Columbia River Highway

Dear Sir:

Slides at approximate stations 102 to 109 and 178 to 186 on the above project have caused considerable distortion of the pavement in those areas.

We would appreciate information regarding your plans for correction of the slides and repair of the damaged pavement. Any descriptive matter or sketches should be supplied in triplicate to allow forwarding copies to our Regional and Washington offices.

The road in its present condition, although it is well signed, is still a serious hazard to traffic. Measures to correct this condition should be taken as soon as practicable.

Very truly yours,

CG Polk

C. G. Polk
Division Engineer

Young
Cor
18

RECEIVED
[illegible]
OFFICE OF
STATE [illegible] ENGINEER

FORM E-30 50M 11-58 15960

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1959

5053

SUBJECT: Goble-Tide Creek Section
Columbia River Highway
Contract No. 5053

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Subject section, under contract to the Rogers Construction Company, was completed last fall except for clean up work and shoulder oiling. Subsequent to that time, slides occurred between Stations 101+50 and 110 and Stations 178+50 and 186+00. These slides were deep seated extending approximately 1,000 feet perpendicular to the center line of the highway. Both slides caused upheaval of the pavement between the stations listed above.

During the past winter, we have accomplished such maintenance work as was required to keep the highway open and in as safe a condition as possible for the traveling public. However, conditions are far from ideal, particularly at the slide between Stations 178+50 and 186+00. The pavement in this area has heaved approximately 3 feet and we have attempted to keep the ends tapered off.

Since April, we have attempted to get prices for a Price Agreement to do the necessary correction work from the Rogers Construction Company. Said repair work will consist of excavating the cuts to approximately ¼:1 and at least five feet deep below the existing ditch line and then backfilling with suitable rock of approximately 3/4 yard minus size. Some perforated pipe will be relaid and the pavement for both areas will be tapered off and repaired. The pavement repair at the slide between Stations 101+50 and 110 will be minor in nature as the distortion to the highway is minimum. The pavement repair at Stations 178+50 to 186+00 will require tapering off at both end of the 3 foot plus upheaval for a distance of about 400 feet. Base rock and A.C. pavement will be used for this repair. We are leaving in the 3 foot plus upheaved area here to serve as a counterbalance in the hope that the rock inlay plus counterbalance effect will cure this slide.

We have just received prices for this work from the Rogers Construction Company. Their estimated cost under Price Agreement method is $53,610, whereas our Cost Department estimate the cost at $37,148.50--approximately 44 per cent above our estimate. Under the circumstances, we believe that performance of the work on force account basis is indicated and such an order is herewith submitted.

I have talked this over with Bureau Engineers Bester and Cowan and they have given their approval to proceed in this manner.

Your approval of the enclosed Order for Extra Work is requested.

Tom Edwards
Construction Engineer

By FBKlaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

RECEIVED
JUN 30 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 12 1959
FOR FILING

F-27(7)

5153

March 11, 1959

Mr. H. H. Sharrah, Roadmaster
Columbia County Road Department
1260 Deer Island Road
St. Helens, Oregon

Dear Sir:

Reference is made to our previous correspondence regarding your purchase of excess material left from the construction of the Goble-Tide Creek Section of the Columbia River Highway.

It has come to the attention of this office that we have some slide conditions on this section of highway that are going to require corrective action this spring. In connection with this corrective action, it will be necessary that the State retain 2,000 cubic yards of 1¼"-0 base-surfacing material and 500 cubic yards of 3/4"-0 base rock. This will still permit the sale of approximately 5,000 cubic yards to the County which will be excess to the job. In removing the excess rock from the pile where it is now stored, will you please be sure to leave amounts there which will insure us this supply.

Before taking any of this material, I suggest that you contact Mr. A. G. Skelton, our Division Engineer at Milwaukie.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Rogers Construction Company
11760 N. E. Glisan Street
Portland 23, Oregon

Mr. Forrest Cooper
Mr. Tom Edwards
Mr. C. G. Swenson
Mr. A. G. Skelton

LHY:fp:ae

CONSTRUCTION DIVISION
RECEIVED
MAR 6 1959
ROUTED.. ☑ ☐ ☐ ☐ ☐
CE ACE ACE CCE

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENTAL CORRESPONDENCE

Portland, Oregon
March 5th, 1959

SUBJECT: Goble-Tide Creek Section
Columbia River Highway
Prefix 5-1035, Cont. 5053

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attn. [illegible] Young

Reference is made to my letter of December 24, 1958, regarding a request from [illegible] Construction Company to sell excess paving rock produced at the Deer Island [illegible] pit to the Columbia County Road Department, and to subsequent letters dated January 14, 1959 and February 27, 1959 from Mr. W. C. Williams, regarding the sale of this material.

Recently, as a result of slide conditions on the subject project, it was thought desirable that we should retain approximately 2,000 cubic yards of the base rock and approximately 500 yards of 3/4"-0 material for possible repair work at the slide area.

As a result, [illegible] Construction Company and Columbia County Road Department were advised that sale of this material would be held up, pending the determination of our needs.

Apparently in December, at the time of measuring the stockpiles in question, there was some error in measuring the paving material, and a stockpile of 3/4"-0 material was not included. There is also additional base rock material in the floor of the quarry, which is available, as well as some additional material in the vicinity of Station 118 to 119. A measure of all the materials involved has recently been made, and the following is a tabulation of material stockpiled at the Deer Island pit in the vicinity of Station 118 to 119.

| | | Stockpiled at Deer Island Pit |
|---|---|---|
| **Paving Aggregates** | | |
| 3/4"-1/4" | | 1,000 C.Y. |
| 1/4"-0 | | 2,000 C.Y. |
| | Total | 3,000 C.Y. To be sold to Columbia County |
| **3/4"-0 Base Rock** | | |
| 3/4"-0 | | 1,500 C.Y. Stockpiled at Deer Island Pit |
| | | 500 C.Y. To be retained for repair of slide area |
| | Total | 1,000 C.Y. To be sold to Columbia County |

Young

1-1/2"-0 Base Rock

| | | |
|---|---|---|
| 1-1/2"-0 | [illegible] C.Y. | Stockpiled at north end of Deer Is. Pit |
| | [illegible] C.Y. | " " south " " " " " |
| | [illegible] C.Y. | " Vicinity of Sta. 118 -119 |
| Total | 7,000 C.Y. | |
| | 2,000 C.Y. | To be retained for repair at slide section |
| Total | 5,000 C.Y. | To be sold to Columbia County |

It is recommended that the 2,000 C.Y. of 1-1/2"-0 base rock and the 500 C.Y. of 3/4"-0 base rock be retained for possible repair work, and inasmuch as this work can possibly be done by Rogers Construction Company before the actual termination of his contract, that this material not be purchased from Rogers until at a later date.

Since previous correspondence regarding the sale of this material to Rogers Construction Company and to Columbia County has been from the Salem office under the signature of Mr. W. C. Williams, it is recommended that both parties be advised in writing of these latest figures, and the amounts to be retained by us.

A E Johnson

A. E. JOHNSON
Assistant Division Engineer

RECEIVED
FEB 27 1959
FOR FILING
F-27(7)
5053

February 27, 1959

Mr. E. H. Sharrah, Roadmaster
Columbia County Road Department
1260 Deer Island Road
St. Helens, Oregon

Dear Sir:

Your request for an extension of time in which to remove the crushed material located at the Deer Island gravel pit at M.P. 32.7 on the Lower Columbia River Highway has been referred to this office.

Extension of time is hereby granted to December 31, 1959, at which time it shall be understood that you will have all of the material off the State's property. This is in modification of my letter of January 14 to the Rogers Construction Company.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Rogers Construction Company
11760 N. E. Glisan Street
Portland 20, Oregon

Mr. Forrest Cooper
Mr. Tom Edwards
Mr. C. C. Swanson
Mr. A. G. Skelton

LHY:fp:ae

OREGON STATE HIGHWAY DEPARTMENT

INTERDEPARTMENTAL CORRESPONDENCE

Portland, Oregon

February [illegible], 1959

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Under date of January [illegible], 1959, Mr. W. C. Williams wrote to Rogers Construction Company, [illegible] their request to sell to the Columbia County Road Department the excess paving rock produced for the Goble-Tide Creek Section and located at the Deer Island Gravel Pit, Mile Post 32.7 on the Lower Columbia River Highway.

I am advised by Mr. E. E. Johnston, that there is approximately 3,445 cubic yards of [illegible], [illegible] cubic yards of 1/4"-0, and 4,451 cubic yards of [illegible] material located at this site.

Mr. H. H. Sharrah, Roadmaster for Columbia County, contacted Mr. Johnston, and requested that the completion date for removal of all of the material be set up to December 31, 1959 instead of July 1, 1959. His reason for making this request is that their plans are to apply the rock on to the road direct from the stockpile as needed, rather than to stockpile it at some additional storage site. Mr. Sharrah estimates that it will take that much longer and provide a better working period for applying the rock to the roads. Mr. Johnston recommends that this extension of time be granted, and I concur in this recommendation. Your approval is recommended.

A. G. Skelton
A. G. SKELTON
Division Engineer

AGS:w
cc: E. E. Johnston

CONSTRUCTION DIVISION
RECEIVED
FEB 25 1959
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE CDE

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RECEIVED
FEB 6 1959
FOR FILING

F-27(7)

5053

February 3, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9 covering digging out and repairing soft spots in the subgrade on the Goble-Tide Creek Section of the Columbia River Highway in Columbia County, Contract No. 5053, in connection with Federal Aid Project No. F-27(7).

During paving operations, soft spots developed in the subgrade. It was necessary to remove the soft material and repair the subgrade before paving could be completed.

Due to the emergency nature of the work, it has been completed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.
DBP:cr

RECEIVED
FEB 2 1959
FOR FILING

F-27(7)

5053

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1959

**SUBJECT:** Goble-Tide Creek Section
Columbia River Highway
Contract No. 5053

**To:**

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Enclosed find Order For State Force Work on subject section in the amount of $2,000. This order is submitted to cover work already completed and anticipated work necessary to maintain this section in a non-hazardous condition during the next few months.

The maintenance repairing required consists of cleaning ditches, and removing slide material from shoulders and highways, repairing pavement breaks, and ramping off the ends of a 500 feet long heave in the pavement.

The contractor has moved off of the project for the winter and it is considered inefficient to have him move onto the project several days a week to do the necessary maintenance work. All that remains to be done upon the project by the contractor is to place the oiled shoulders. However, we anticipate that when the contractor does move back in the late spring, slide correction work will be in order.

Your approval is recommended.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

NOTED
FORREST COOPER

RECEIVED
JAN 30 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR FILING
F 27(7)
5153

# OREGON STATE HIGHWAY DEPARTMENT
# STANDARD ROAD ROUGHNESS INDICATOR REPORT

## Construction Division

Section Goble-Tide Creek Highway Columbia River

County Columbia MP ______ to MP _______ Contractor Rogers Construction

Resident Engineer Wm. Maltby Inspector __________

Date Completed October, 1958 Date Reported January 19, 1959

Type and Thickness of Wearing Surface 4"B A. C. ____ Oil Mat __________ Seal.

| N,(S,)E, W from MP or Sta. Goble Br. | | | | | | | (N,)S, E, W from MP or Sta. Tide Cr. | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mile | Wheel Count | Roughness | | Test Run On | | | Mile | Wheel Count | Roughness | | Test Run On | | |
| | | Total | Per Mile | Top | Base | Seal | | | Total | Per Mile | Top | Base | Seal |
| 1 | 750 | 79 | 79 | | | | 1 | 750 | 96 | 96 | | | |
| 2 | 1500 | 173 | 94 | | | | 2 | 1500 | 191 | 95 | | | |
| 3 | 2250 | 256 | 83 | | | | 3 | 2250 | 278 | 87 | | | |
| 3.95<br>4 | 3000 | 339= | 87 | | | | 3.68<br>4 | 3000 | 332 = | 80 | | | |
| 5 | 3750 | | | | | | 5 | 3750 | | | | | |
| 6 | 4500 | | | | | | 6 | 4500 | | | | | |
| Average Roughness Per Mile 85.8 | | | | | | | Average Roughness Per Mile 90.2 | | | | | | |

Remarks: Joints poor.

To 75 - Good
75-100 - Fair
Over 100 - Poor

CC: Deputy Highway Engineer ✓
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

RECEIVED
JAN 26 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 19 1959
FOR FILING

F-27(7)

5053

A

January 14, 1959

Rogers Construction Company
11760 N. E. Glisan Street
Portland 23, Oregon

Gentlemen:

Your request to sell to the Columbia County Road Department the excess paving rock produced for the Goble-Tide Creek Section located at the Deer Island gravel pit, M.P. 32.7, Columbia River Highway, is approved.

According to our approximate measurements, there are 3,445 cubic yards of 3/4"-1/4", 2,013 cubic yards of 1/4"-0, and 4,451 cubic yards of 1-1/2"-0 material located at the Deer Island site. Since this sale is to a county agency, no royalty will be assessed. Said sale is contingent upon Columbia County removing all said materials prior to July 1, 1959, and that said removing operation conforms to all requirements which may be stipulated by District Maintenance Superintendent Emery Johnston or his successor, if any.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. H. H. Sharrah, Roadmaster
Columbia County Road Department
1260 Deer Island Road
St. Helens, Oregon

Mr. Forrest Cooper
Mr. Tom Edwards
Mr. C. G. Swenson
Mr. A. G. Skelton

FBK:fp:ae

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

CONSTRUCTION DIVISION
RECEIVED
DEC [illegible] 1958
NOTED

Portland, Oregon
December [illegible], 1958

SUBJECT: Goble-Tide Creek Section
Columbia River Highway
Contract [illegible] Prefix 5-1035

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attention: [illegible]

Enclosed herewith is a letter from Rogers Construction Company requesting permission to sell excess paving rock produced at the Deer Island Gravel Pit to the Columbia County Road Department. The Deer Island Gravel Pit is located at Sta. 32.7, at which site the material is now stock piled. Also enclosed is a copy of a letter of transmittal from Wm. E. Maltby, recommending that approval be given to the sale of this material to Columbia County.

A check of the material stock piled at this site has revealed that Rogers Construction Company's letter is in error in quantity and the following surplus material is in stock piles:

[illegible] cubic yds. of [illegible]-1½" stock piled in two piles
[illegible] cubic yds. of [illegible]-0 material and
[illegible] cubic yds. of 1½"-0 base rock.

Mr. Maltby has contacted Columbia County and was informed that a price of $1.15 per cubic yd. has been agreed upon with Rogers Construction Company. He was advised that this price contemplates a payment of royalty for the material and if a royalty is waived it is Mr. Maltby's intention that this price be adjusted accordingly. Columbia County Road Department has indicated they are interested in acquiring all of the above listed rock for use by the County.

On a previous contract at this location arrangements were made with Farmer-Schram Company for material from this pit for private use and to the County with a royalty payment of 5¢ per cubic yd. There is a possibility that the above mentioned material may be of use to the Goble Section project scheduled for letting January [illegible], 1959; however, the haul to this job would be considerable. This project will be handled under Division 2 and it is recommended that use of this material for the project be checked with Mr. J. D. Walker, Division Engineer.

Barring any use for the above listed material for the Goble Project, it is recommended approval be given for the sale of this material to Columbia County Road Department and, since sale of this material would be to another public agency, that payment of royalty be waived.

approved

A. E. Johnson
A. E. JOHNSON
Assistant Division Engineer

AEJ:es
cc: Wm. Maltby

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 12, 1958

SUBJECT: Disposition of Surplus Rock
Goble - Tide Creek Section
Contract 5053 Prefix 5-1035

To: Mr. A. G. Skelton
Division Engineer
State Highway Dept,
Portland, Oregon

Herewith a letter from Rogers & construction Co. requesting permission to sell approximately 2000 cubic yards of paving aggregates to the Columbia County Road Department. This material is that left in the paving aggregat e stock pile located at the Deer Island Gravel Pit. This aggregate is left from the source of material used in the pavement construction on the Goble-Tide Creek Section and is surplus material produced by Rogers Construction Co. as a safety factor for said work.

Rogers Construction Co. has made an agreement with the Columbia County Roadmaster for the disposition of this material. This agreement dependent on the official clearance from the Highway Engineer. Columbia County plans to use this material in their paving construction next year.

It is my understanding that a similar agreement was held with Parker-Schram Construction Co. for surplus material which they had produced from this same site.

It is my recommendation that Rogers Construction Co. be given permission to transfer this material to Columbia County on payment to the State Highway Department of a reasonable royalty for the original raw materials. This royalty to be set by said department.

Willaim E. Maltby
Resident Engineer

W. R. ROGERS
DONALD C. ROGERS

**ROGERS CONSTRUCTION CO.**
*General Road Contractors*

11700 N. E. GLISAN STREET
PORTLAND 16, OREGON

Dec. 11, 1958

Oregon State Highway Department
Mr. Bill Maltby, Res. Engr.
Subject: Excess paving rock for Job
#95 at Deer Island

Dear Sir;

The Columbia County Road Department would like to purchase the excess paving rock crushed by us at Deer Island. The quantity involved is approximately 2,000 cu. yds.. If permission is given us to sell this rock, the county would like to leave the material at it's present location this winter.

Would you please inform as soon as possible of action taken on this matter.

Very truly yours,

B. D. Haldeman, Engineer

A

RECEIVED
JAN 13 1959
FOR FILING
F-27(7)
5053

January 13, 1959

Mr. F. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Completion - Erosion Control Work
Goble-Tide Creek Section
Columbia River Highway
Contract No. 5053, F.A.P. No. F-27(7)

Dear Sir:

The erosion control work on the subject job, authorized in Order for State Force Work dated October 24, 1957 was completed December 4, 1958.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Staff Engineer

Bc Mr. M. H. Astrup

RECEIVED
NOV 12 1958
FOR FILING

F-27 (7)

5733

Salem, Oregon
November 10, 1958

Oil Soot — Central Heating

Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

As you requested, I telephoned last week Mr. Robert Bishop of the Pendleton Woolen Mills regarding the Tide Creek-Goble Section where Central Heating was creating a nuisance with oil soot from their paving plant.

He seemed satisfied with the explanation I gave and indicated that he would pass the information along to the citizens in that area.

He thought it might be well if we could work out something in the future so far as this contractor is concerned, for the reason that the contractor's actions reflect unfavorably on the Highway Department.

He pointed out that the contractor's plant was set up on our stock pile site which has the usual sign "Property of the State Highway Commission" — and that most of the people believed that the Highway Department was responsible and could stop the contamination if we wanted to.

He claimed that the children had to be kept in the Deer Island School and could not go out for recess; that the milk production of cows dropped significantly; that the chrysanthemum crop of a florist in the area was ruined; cars and houses were discolored; and even the white-faced cattle in the area were not that any longer!

He indicated that he thought at least two of the citizens would bring civil suit against the contractor.

Would a letter of caution to this particular contractor before he starts his next job be of any help?

Gene Huntley, Director
Personnel and Public Relations

GH:seb

cc: Tom Edwards

RECEIVED
OCT 22 1958
FOR FILING

F 27(7)

5053

October 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering digging a cut-off trench on the Goble-Tide Creek Section of the Columbia River Highway in Columbia County, Contract No. 5053, in connection with Federal Aid Project No. F-27(7).

This work is necessary to intercept spring and seepage water back of the cut slope between Stations 107 and 112. Slide conditions and erosion have been prevalent on this slope. It is expected that the cut-off ditch will correct this condition, and also divert present natural drainage from the cut slope.

Due to the necessity of protecting the slope before more heavy rains occur, this work has been done.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

RECEIVED
[illegible] 1958
FOR FILING

F-27(7)

5053

When replying, refer to:
08-35.8-0

September 5, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon F-27(7), Goble-Tide Creek
Section of the Columbia River Highway

Dear Sir:

We are returning herewith all copies of Order for State Force Work No. 284 covering the furnishing of railroad flagmen and inspectors to safeguard railroad property on the above project.

By the terms of PPM 30-3, the cost of providing railroad flagmen under such conditions is not reimbursable with Federal funds.

If the cost of engineer-inspector work can be segregated and is of sufficient amount to be worthwhile, we will consider its eligibility when submitted.

Very truly yours,

C. G. Polk
Division Engineer

By:

A. F. Bester
Acting Division Engineer

Enclosures

NOTED
FORREST COOPER

Orig to SHP

OREGON STATE HIGHWAY DEPARTMENT

# Order for State Force Work

APPLYING TO CONTRACT PROJECTS

[illegible] [illegible] Creek

[illegible] River

[illegible]

Date [illegible]

Contract No. [illegible] F. A. Project No. [illegible]

Prefix [illegible] Account No. [illegible]

[illegible] Work to be Done

[illegible] flagmen and [illegible] railway property.

[illegible] Numbers

Sta. 105
Sta. 123-130

Estimate of Quantities and Costs.

Flagmen and inspectors to be furnished by Spokane, Portland and Seattle [illegible]

Labor . . . . . . . . . $250.00

Explanation

This order is for the cost [illegible] the Spokane, Portland and Seattle [illegible] for [illegible] flagmen and [illegible] to protect their property, as stated in the contract specifications.

**INSTRUCTIONS**

Submit a separate order for each piece or kind of state force work to be undertaken [illegible] the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

**Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.**

Project authorization . . . . $779,901.75

Present estimate of project cost, including $250.00 for work under this order $768,690.00

Expected under-run ~~over-run~~ (amount) . . . . . . $11,211.75

Expected under-run ~~over-run~~ (per cent) . . . . . - 1.44

Space to right of this line is for use of Salem Office

Submitted by /s/ William E. Maltby
Resident Engineer

Approval Recommended: /s/ L. H. Young
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. E. Johnson
Assistant Division Engineer

Approved: /s/ Forrest Cooper
Deputy State Highway Engineer or Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Assistant State Highway Engineer.

State Printing [illegible]

RECEIVED
AUG 28 1958
FOR FILING

F-27(7)

5053

August 27, 1958

Mr. C. C. Volk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 204 covering railroad protection on the Goble-Tide Creek Section of the Columbia River Highway in Columbia County, Contract No. 5053 in connection with Federal Aid Project No. F-27(7).

The special provisions of the contract state that:

> "The Railroad Company will furnish, at the expense of the State, such engineer-inspectors, watchmen or flagmen as it may deem necessary to safeguard railroad property and to supervise prosecution of that portion of the work within the limits of its right of way."

This order is to authorize payment to the Railroad Company for this service in the estimated amount of $250.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
JUN 18 1958
FOR FILING

E-[illegible]

5-58

June 16, 1958

Oregon State Highway Commission

Gentlemen:

That section of the Lower Columbia River Highway between Goble and Tide Creek is under construction. On June 13, 1958, 35-mile-per-hour construction-speed-zone signs were installed in this section. The construction speed zone extends from M.P. 36.32 to M.P. 40.11 on the Lower Columbia River Highway, No. 2W. Your confirmation is requested.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. G. S. Paxson
Mr. F. B. Crandall

VPJ:kg:gm

RECEIVED
JUN 13 1958
FOR FILING
F 27 (7)
5053

June 11, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of June 5, 1958, signed by Mr. E. H. Cowan, regarding fencing under Order for Extra Work No. 7 on the Goble-Tide Creek Section in Columbia County, Contract No. 5053, Project F-27(7).

The property adjacent to the relocated County Road P-103 was purchased under an option dated March 15, 1954, in connection with reconstruction of the adjoining Tide Creek-St. Helens Section, Project F-27(5). It was necessary to remove a portion of the fence north of Tide Creek in order to place excess material from this project, and temporary fence was replaced pending final location and staking of the revised County road.

Due to the temporary initial moving of the fence and coordination with construction, it was not practical that the owner do the fencing. It was anticipated in the option that this fencing would be done by the State.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

[illegible] STATE HIGHWAY BLDG.
SALEM, OREGON

08-35.4-0

June 5, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon F-27(7), Goble-Tide Creek
Section, Columbia Miver Hwy.

Dear Sir:

Reference is made to Extra Work Order No. 7 covering construction of Type 1 fence on the above project. The proposed fencing is to replace fence removed in connection with relocation of county road P-103 at its intersection with the main highway.

Since the contract includes no fencing item, we assume all necessary fencing on the remainder of the project will be constructed by the land owners as a part of the right-of-way settlement in each case. Before approving the order, we should have further information as to why the same procedure was not followed in this instance.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

RECEIVED
MAY 29 1958
FOR FILING

F 27(7)

5053

May 28, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering constructing Type I fence on the Goble-Tide Creek Section of the Columbia River Highway in Columbia County, Contract No. 5053, in connection with Federal Aid Project No. F-27(7).

This work is necessary to protect the county road and highway from trespass of stock, and to replace fences taken out by relocation of County Road No. P-103. It is not possible to prevent trespass of stock on the highway except the fence along the county road.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED

5053

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1958

SUBJECT:

To:

Mr. A. O. Skelton
Division Engineer
State Highway Department
Portland, Oregon

The subcontract between Rogers Construction Company and The Central Heating Co. covering Items 24 through 32 inclusive on the Oeble-Tide Creek Contract, No. 5053, Oregon F-27 (7) is approved and you may so inform the interested parties.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmb

cc: Forrest Cooper
C. O. Polk (2)

Note: This is the first subcontract on this project in the amount of $101,955.00 or 15%

RECEIVED
APR 29 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RUSSELL W. SEWALL
ATTORNEY AT LAW
SUITE 1125-1129 YEON BLDG.

TELEPHONE ATWATER 9603

PORTLAND 4, OREGON.

RECEIVED
APR [illegible]
FOR FILING

F-27-7)

11-53

April 25, 1958

State Highway Department
Salem, Oregon

__Attention:__ __Mr. G. S. Paxson, Assistant State Highway Engineer__

Dear Mr. Paxson:

It will soon be necessary for me, as Secretary of Deer Island Drainage District, to submit the assessment budget for the ensuing tax year to the assessor of Columbia County.

I have before me a print of the Goble-Tide Creek section of the relocation of the Columbia River Highway that you furnished the District with your application to cross over the dike and on which it states that an area of approximately fifteen acres was taken within the boundaries of the Drainage District.

Would it be possible for you to advise us as to how many acres within the Drainage District were acquired by the State from Mr. Leppin, and how many acres were so acquired from the Adams estate, or any other landowners holding lands in the District, and who should be entitled to be relieved from the annual assessments for the acres now held by the State.

Your cooperation in this matter will be greatly appreciated.

Very truly yours

Russell W. Sewall
RUSSELL W. SEWALL

RWS:wk

Copy to Mr. Porter
"Please answer
direct. GSP"

RECEIVED
APR 28 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
APR 17 1958
FOR FILING
F 27 (7)
5053

April 16, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering extension of a 78" cattle pass on the Goble-Tide Creek Section of the Columbia River Highway in Columbia County, Contract No. 5053, in connection with Federal Aid Project No. F-27(7).

Due to a change in grade to counterbalance and stop slides through the Red Barn slide area, it is necessary to extend the cattle pass ten feet on the right side of the centerline to clear the fill slope. The original 78" C.M.P. was placed under a Price Agreement. Due to the type of work required and the short length of pipe involved, the extension will be added under force account.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DSP:ia

RECEIVED
MAR 3 - 1958
FOR FILING

F-27-(7)

5053

February 26, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 285 covering adjustment of Pacific Power & Light facilities on the Goble-Tide Creek Section of the Columbia River Highway in Columbia County, Contract No. 5053, in connection with Federal Aid Project No. F-27(7).

This work is necessary to clear for construction. The obligation of the State to reimburse the company for moving its facilities is established by the letter of the Assistant Counsel, copies of which are attached. Copies of the company's estimate and plan sheets showing the revision are also included.

Your approval of this order under the provisions of PPM 30-4 is requested.

The total estimated amount of this order is $364.86, with Federal participation of $235.00

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
FORREST COOPER

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:ia

WITNESS:
Norman N. Klein

DATED: This 25 day of February, 1958.

ASSIGNMENT OF LEASE APPROVED:
C. P. Holden
CHARLES P. HOLDEN
Mary F. Holden
MARY F. HOLDEN

## ASSIGNMENT OF LEASE

For value received ROGERS CONSTRUCTION COMPANY (Name), contractor on highway (bridge) construction contract No. 5053 ✓, does hereby sell, transfer, assign, and set over to the Oregon State Highway Commission, for the duration of said contract, all its right, title, and interest in and to the lease affixed hereto, reserving the right to go upon and use the leased premises for the purposes of said contract, and, further, does agree to indemnify and hold harmless the said Highway Commission, its members, officers, employees, and agents against any and all claims or damages which may result from the use of the property covered by said lease during the term of this assignment.

Attachments:

1. Copy of lease from C. R. HOLDEN (lessor) to ROGERS CONSTRUCTION COMPANY (contractor-lessee) dated Oct. 23, 1957 covering a parcel of land in Section 25, Township 6N, Range 2W, W.M., Columbia County, Oregon.
2. Title report of lessor.

January 2, 1958
Date

Portland, Oregon
Place

ROGERS CONSTRUCTION COMPANY
Contractor

By W. R. ROGERS
W R Rogers

STATE OF OREGON
County of Multnomah } ss.

On this 2nd day of Jan, 1958, personally came before me, a Notary Public in and for said county and state, the within named W. R. Rogers to me personally known to be the identical person__ described in, and who executed, the within instrument, and who each personally acknowledged to me that _he_ executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

Robert P. Hyland
Notary Public for Oregon

My commission expires March 22, 1961

---

ACCEPTANCE RECOMMENDED:

Deputy
State Highway Engineer

ACCEPTED, on behalf of the State Highway Commission

G E Rohde
Chief Counsel

COLUMBIA COUNTY
BRANCH
TITLE AND TRUST COMPANY
ST. HELENS, OREGON

COPY

January 3, 1958
Order No. 32326

Rogers Construction Company
11760 Northeast Glisan
Portland 16, Oregon

Attention: Mr. Norman Glenn

Gentlemen:

We are prepared to issue title insurance policy in usual form as of January 2, 1958 at 8:00 o'clock A.M., insuring title to

> The East half of the Southeast quarter of Section 25, Township 6 North, Range 2 West of the Willamette Meridian, Columbia County, Oregon, excepting therefrom that portion within the Deer Island Drainage District and that portion lying within the Columbia River Highway as it existed in 1951 and also excepting therefrom that portion within the Northern Pacific Railway Company right of way sometimes known as the Spokane, Portland and Seattle Railway right of way.

in

> CHARLES R. HOLDEN AND MARY F. HOLDEN, as tenants by the entirety.

Subject to the usual printed exceptions, and

1. 1954-55 taxes $190.11, delinquent.
   1957-58 taxes $22.68, unpaid.

2. Rights of the public in public roads and highways.

3. Right of way for pole and wires as described in deed from F. H. Adams et ux to Pacific Telephone and Telegraph Company recorded September 19, 1916, in Book 23, page 560 of Deed Records.

4. Reservations as in deed from Columbia County to Charles R. Holden and Mary F. Holden recorded June 13, 1951, in Book 111, page 143, deed records of Columbia County which state as follows: "and except existing county roads, forest roads or CCC roads, minerals or mineral rights, ore, metals, metallic clay, oil, gas and all hydrocarbon substances in, on or under said property if any, including the use of such water from springs, creeks, or wells to be drilled or

This is a preliminary report only. No liability is assumed hereunder until full Policy Premium has been paid.

COLUMBIA COUNTY
BRANCH
TITLE AND TRUST COMPANY
ST. HELENS, OREGON

COPY

Page two
Order No. 32326

dug upon the premises as may be necessary in such exploration or mining operations which are hereby reserved for the benefit of Columbia County together with the right of ingress and egress thereto for the purpose of exercising the rights hereby reserved and retained."

5. Condemnation proceedings, State of Oregon vs. Charles Holden and Mary F. Holden, husband and wife, filed September 23, 1957 in the Circuit Court of the State of Oregon.

Note A: We find no unsatisfied judgments against Rogers Construction, Inc.

Note B; Liability hereunder takes effect only after full premium is paid for policy.

Yours very truly,

TITLE AND TRUST COMPANY
Columbia County Branch
By

Vice President
and Branch Manager

lh

cc to:
Oregon State Highway Commission
Highway Department
~~Salem~~, Oregon
St. Helens

# AGREEMENT

October 23, 1957

THIS AGREEMENT made and entered into this 23rd day of October, 1957, between C. R. Holden, party of the first part, and Rogers Construction Company, party of the second part.

The party of the first part, C. R. Holden, gives exclusive right to Rogers Construction Company, party of the second part, to use enough ground belonging to the party of the first part, C. R. Holden, which is located in and around Goble, Oregon, Washington County, to stockpile several thousand yards of gravel and other aggregate.

The party of the second part, Rogers Construction Company, shall have the right to remove any and all rock, gravel and or other aggregate stockpiled by them and at their convenience for a period not to exceed two (2) years from the date hereon.

Furthermore the party of the first part, C. R. Holden, gives his consent for the State of Oregon to remove any or all rock, gravel and other aggregate at their convenience for a period not to exceed two (2) years. The party of the first part will give written and signed permission to the State of Oregon if so demanded. In consideration of this the party of the second part, Rogers Construction Company, will pay to the owner and party of the first part, C. R. Holden, five hundred dollars ($500.00).

The party of the first part, C. R. Holden, realizes that possibly there will be some rock, gravel or aggregate left on the premises at the expiration of this agreement.

C R Holden
C. R. Holden

Rogers Construction Co.

Sr.
Witness

Norman Glenn
Witness

MRS. C. R. HOLDEN

Norman Glenn
WITNESS

# AGREEMENT

October 23, 1957

THIS AGREEMENT made and entered into this 23rd day of October, 1957, between C. R. Holden, party of the first part, and Rogers Construction Company, party of the second part.

The party of the first part, C. R. Holden, gives exclusive right to Rogers Construction Company, party of the second part, to use enough ground belonging to the party of the first part, C. R. Holden, which is located in and around Goble, Oregon, Washington County, to stockpile several thousand yards of gravel and other aggregate.

The party of the second part, Rogers Construction Company, shall have the right to remove any and all rock, gravel and or other aggregate stockpiled by them and at their convenience for a period not to exceed two (2) years from the date hereon.

Furthermore the party of the first part, C. R. Holden, gives his consent for the State of Oregon to remove any or all rock, gravel and other aggregate at their convenience for a period not to exceed two (2) years. The party of the first part will give written and signed permission to the State of Oregon if so demanded. In consideration of this the party of the second part, Rogers Construction Company, will pay to the owner and party of the first part, C. R. Holden, five hundred dollars ($500.00).

The party of the first part, C. R. Holden, realizes that possibly there will be some rock, gravel or aggregate left on the premises at the expiration of this agreement.

3315 [illegible]

C R Holden
C. R. Holden

Rogers Construction Co.

Phil Carlson Sr.
Witness

Norman Glenn
Witness

Mrs. C. R. Holden

WITNESS

OP #10

RECEIVED
FEB 20 1958
FOR FILING
F-27(7)

3053

Salem, Oregon
February 20, 1958

Memorandum To The Files:

Wednesday afternoon, February 19, 1958, the Rogers Construction Company set off a shot at M.P. 40.0 on the lower Columbia River Highway. Approximately 4,000 yards of material dropped on the highway, blocking it to traffic. Traffic was detoured over the Nicolai Road, which is an oiled county road.

The contractor is working 24 hours per day in attempting to reopen the lower Columbia River Highway. He hopes to have this work completed late Thursday afternoon, February 20. All necessary signs and flagmen have been provided.

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

RECEIVED
FEB 20 1958
FOR FILING

522.7

[illegible]

February 18, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

As requested in your letter of February 6, 1958, we are enclosing four copies of a sketch for installing 12-inch culvert pipe and constructing a drain ditch under Order for Extra Work No. 4, Contract No. 5053, Goble-Tide Creek Section of the Columbia River Highway in Columbia County.

Typical section of the drain ditch is shown on the sketch.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

08:35 February 6, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-27(7), Goble-
Tide Creek Section of the Columbia
River Highway, Contract No. 5053
Order for Extra Work No. 4

Dear Sir:

Before we can approve this order it is necessary that we have four copies of a sketch showing the proposed work and its location with respect to the relocated and the existing highways.

It would also be desirable to include a typical cross section of the ditch indicating the bottom width and side slopes used.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED

FOR FILING

08-35

February 12, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-87(7), Goble-
Tide Creek Section of the Columbia
River Highway, Contract No. 5051 -
Order for State Force Work No. 235,
dated December 10, 1957

Dear Sir:

The above work order covers work to be performed by State forces in connection with the drilling of vertical and horizontal drains at three locations where slides have developed or are threatened. Estimated cost of the work is $1500 with Federal participation in the amount of $928.00.

For reasons given in your letter of December 17, 1957 and due, also, to the fact that bids on a separate contract for the work would necessarily be high enough to provide for possible difficult drilling, we are approving the use of force account methods as being in the public interest.

Very truly yours,

C. G. POLK
Division Engineer

Orig to [illegible]

RECEIVED
FEB 11 1958
FOR FILING

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1958

**SUBJECT:** Assignment of Lease
Rogers Construction Company
Contract No. 5053.
Goble-Tide Creek
Columbia River Highway

To: Forrest Cooper
Deputy State Highway Engineer

OFFICE

NOTED
H. B. GLAISYER

On January 15th, Mr. George Rohde handed me the Assignment of Lease hereinabove referred to for examination and on January 16th, I wrote to Mr. Rohde, a copy of which letter was forwarded to you, setting forth the discrepancies which appear.

In order to expedite this matter, I believe that the discrepancies could be most easily eliminated, except for the tax matter, by having both Mr. and Mrs. C. R. Holden approve the Assignment of Lease form. I have, therefore, had the words "Assignment of Lease Approved" typed in and provided lines for Mr. and Mrs. C. R. Holden to sign on the upper right hand corner of the said assignment.

If the Rogers Construction Company can get Mr. and Mrs. Holden to approve the Assignment of Lease form, then I am certain that Mr. Lindas will accept the same. As long as the Rogers Construction Company will be visiting the Holdens to get their approval of the Assignment, they might as well have Mrs. Holden also sign the original Lease Agreement.

If I can be of any further service on this matter, do not hesitate to contact me.

Frank C. McKinney
FRANK C. McKINNEY Per mb
Chief, Office Section

FCM:mmb
cc: S. H. Probert
L. I. Lindas
Tom Edwards
H B Glaisyer

RECEIVED
JAN 23 1958
FOR FILING

5053

January 21, 1958

Mr. E. A. Chase
Field Services
Oregon Farm Bureau Insurance Company
P. O. Box 425
Salem, Oregon

655

Dear Sir:

Re your claim #7-2371, the matter of damage to a garden on the property of Mr. Dan Carter by reason of the Jones' cattle having gotten out of their pasture and over into the Carter property has been investigated by this Department.

As a result of this investigation, we are referring your claim to the Rogers Construction Co. which has this section of highway under contract for reconstruction. We are asking the contractor to contact you with a view to proper settlement of the claim.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Rogers Construction Co.
Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. C. Skelton

LHY:AR hi

FORM E-735X 80M 8-57

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 20th, 1958

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Goble-Tide Creek Section
Columbia River Highway
Contract #5053

Gentlemen:

Reference is made to a claim made by the Oregon Farm Bureau Insurance Co. regarding damage occasioned by cattle owned by Mr. Allan Jones wandering into a garden patch owned by Mr. Dan Carter, causing damage to the garden. We have investigated the series of events which led up to this and found that there was some negligence on your part regarding the maintenance of a fence to confine the Jones cattle and, therefore, believe that under Section 1.7.16 of the General Provisions you are responsible for effecting proper settlement.

Will you please contact the Farm Bureau Insurance Co. or bring the matter to the attention of your insurers.

Very truly yours,

Tom Edwards
Construction Engineer

By

L. H. Young
Ass't. Construction Engineer

LHY:AP

cc to: Forrest Cooper
A. G. Skelton

OREGON FARM BUREAU *Insurance Company*

P. O. BOX 425 • 444 MARION STREET • SALEM, OREGON • TELEPHONE EMpire 4-2287

December 9, 1957

Resident Engineer of the U. S. Engineers
St. Helens
Oregon

Re: Claim #7-2371
Ins: Allan Jones
Clmt: Dan Carter
Subject: Fences torn down

Att: A. G. Skelton

Gentlemen:

Our insured, Mr. Allan Jones, has informed us that around October 12, 1957, the contractors employed by you, carelessly tore down fences and allowed Mr. Jones's cattle to get out of the pasture and over onto property owned by Mr. Dan Carter, causing damage to a garden.

Our investigation indicates that our insured, Mr. Jones, was not responsible for his cattle getting out of his pasture and that the responsibility appears to be with the Rogers Construction Company, U. S. Engineers, or a sub-contractor and the purpose of this letter is to advise you of what has taken place and to request you to advise the responsible parties to take necessary action to dispose of Mr. Carter's claim.

Thank you very much for your co-operation in this matter.

Very truly yours,

E. A. Chase

E. A. Chase
Field Services

Filed
Dc 11

EAC/cls
cc: Rogers Construction Company
Allan Jones
Dan Carter

*Insurance at Cost* INSURANCE AT COST! *for Oregon Farmers*

RECEIVED
JAN
FOR FILING

5053

FORM E-302—25M—8-55—08209

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Forrest Cooter

Salem, Oregon
January 16, 1956

**SUBJECT:** Assignment of Lease
Rogers Construction Company
Contract No. 5053
Goble-Tide Creek
Columbia River Highway

**To:** G. E. Rohde
Assistant Counsel

OFFICE

On January 15th, you forwarded to me an Assignment of Lease by Rogers Construction Company to the StateHighway Commission which involves a stockpile site which Rogers Construction Company has leased for a period of two years from one C. R. Holden.

In checking the original agreement between Rogers Construction Company and C. R. Holden, as well as the title report, I have the following comments to make:

1. According to the title report, the real property taxes on this property for the years of 1954-1955 in the sum of $190.11 are delinquent and it is forseeable that the county could commence a proceeding against the property for the collection of the same within the two years covered by the lease.

2. According to the title report, the property is owned by Charles R. Holden and Mary F. Holden as tenants by the entirety. In the event that Mary F. Holden is still alive, she should have signed the lease agreement between C. R. Holden and Rogers Construction Company because if C. R. Holden should die within the next two years, Mrs. Holden would not be required to honor the lease since she is not a party to it and further, since upon C. R. Holden's death, she would become sole owner of the entire property.

3. The lease agreement between C. R. Holden and Rogers Construction Company provides that C. R. Holden gives "exclusive right to Rogers Construction Company" to use the ground for stockpile purposes. The agreement then further provides that C. R. Holden will give his consent to the State of Oregon to remove rock and gravel from the site for a period of two years and that C. R. Holden will give written permission to the State of Oregon if so demanded. While this may not be a very serious flaw, it is obvious under the agreement that he was giving an exclusive right to Rogers Construction Company, which would

mean that the lease could not be assigned and that if the State of Oregon wishes to enter upon the property, they should receive permission from C. R. Holden personally or by a written permit from him.

Except for these exceptions, the agreement and assignment of lease appear to be satisfactory.

FRANK C. McKINNEY
Chief, Office Section

FCM:mmb
cc: L. I. Lindas
    L. H. Young
    Forrest Cooper ✓

RECEIVED
JAN 16 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 15 1958
FOR FILING

[illegible]

[illegible]

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
January 14th, 1958

SUBJECT: Goble-Tide Creek
Columbia River Highway
Contract #5053

To: Mr. Leonard I. Lindas
Chief Counsel
Office

I am forwarding herewith Assignment of Lease and preliminary title policy report for the Rogers Construction Co. so that you may check the adequacy of these instruments to the end that advance payments may be made to the contractor for materials produced but not incorporated into the work.

If everything is found to be satisfactory, will you please forward these papers to the Deputy State Highway Engineer for his approval.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY:AR
Enc.

cc to: Forrest Cooper
S. H. Probert

RECEIVED
JAN 15 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 15 1958
FOR FILING

January 14, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering digging up and replacing 18" concrete culvert on the Goble-Tide Creek Section of the Columbia River Highway in Columbia County, Contract No. 5053, in connection with Federal Aid Project No. F-27(7).

The plans provide for an 18" culvert at Station 158+50. Due to fill displacement, the culvert was relocated at Station 157+50 and 18" concrete pipe installed. Most of the culvert was on solid rock foundation. The last 45' on the right was placed on special fill foundation and was apparently in good condition until recently. Movement has occurred breaking and plugging the culvert. Due to necessity of opening the drainage, work was done December 17-20, 1957.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
JAN 3 - 1958
FOR FILING

December 30, 1957

Mr. F. L. Sulloway, Area Superintendent
Plant and Engineering
The Western Union Telegraph Company
239 S. W. Broadway
Portland 5, Oregon

Dear Sir:

Re: Goble-Tide Creek Section
Columbia River Highway
Contract No. 5053

Your letter of November 5 regarding damage to the telegraph lines by reason of blasting operations incident to the reconstruction of the Goble-Tide Creek Section has been referred to this office for reply.

Under the terms of the contract between the Rogers Construction Company and the State, it is the responsibility of the contractor to protect railroad or telegraph property. In this contract it is expressly stated that the State will reimburse the Railroad Company for such engineer inspectors, watchmen, or flagmen as it may deem necessary to safeguard the prosecution of that portion of the work within the limits of the railroad right of way. The only encroachment we make upon the railroad right of way is between Highway Stations 123 and 130. On this section of the work we will, therefore, pay such patrolling costs as you deem necessary. The cost of patrolling sections other than this will have to be borne by either your Company or the Rogers Construction Company. This would include the costs mentioned in your letter dated November 5, 1957, as this work was in the vicinity of Station 135 and outside of the limits of the Highway Commission's responsibility. If the Rogers Construction Company feels that such patrolling will minimize claims for damage for which it is liable under the contract, it will undoubtedly give consideration to reimbursing you for this work. I am, by a copy of this letter, advising the Rogers Construction Company of our position in this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By: Forrest Cooper
Deputy State Highway Engineer

LHY:jc me

cc Rogers Construction Company
Mr. W. C. Williams
Mr. Tom Edwards (2)

FORM E30—50M—2-57—1476

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 18, 1957

**SUBJECT:** Goble-Tide Creek Section
Columbia River Highway
Contract No. 5053

**To:** Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I am forwarding herewith a copy of a communication from Mr. F. L. Sulloway, Area Superintendent for the Western Union Telegraph Company, in which he expresses the hope and desire that the State will assume the patrolling costs along the Western Union lines located on S. P. & S. right of way where such comes into close proximity to the work now in progress on the subject named section. This letter was addressed to our resident engineer, but I believe it should be answered by your office. I am attaching hereto a rough draft of a suggested reply.

I am also attaching the Legal Department's interpretation of the Special Provisions in which it is called to the contractor's attention the protection of railroad property covering that portion of the work that is within the railroad right of way.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

NOTED
FORREST COOPER

RECEIVED
DEC 20 1957
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
RECEIVED
NOV 1 9

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem
December [illegible] 1957

SUBJECT: Goble-Tide Creek Section
Columbia River Highway
Prefix 5-1036, Contract 5053

To: Mr. Tom Edwards
Construction Engineer

Mr. C. W. Baker, of your office, has delivered to me a letter to Mr. Wm. [illegible], Resident Engineer, from Mr. F. L. Galloway, Area Superintendent for the Western Union Telegraph Company; a letter to Mr. A. E. Johnson, Assistant Division Engineer, from Mr. William [illegible], and Mr. A. E. Johnson's letter to you; all of which concern whether or not the State should reimburse the Western Union Telegraph Company for the watchmen, flagmen, or inspectors who were employed by the Western Union Telegraph Company to patrol their lines in the vicinity of Highway Engineer's centerline station [illegible]. Western Union Telegraph Company claims such employment was necessary to protect their lines from certain blasting operations of the contractor outside of the railroad right of way, but in connection with the above mentioned contract.

On page 11 of the special provisions of this contract it provides that the railroad company will furnish, at the expense of the State, such engineer-inspectors, watchmen, or flagmen as it may deem necessary to safeguard railroad property and to supervise the prosecution of that portion of the work within the limits of its right of way. The term "within the limits of its right of way", however, refers to our encroachment on the railroad right of way which is between centerline stations 123+00 to 130+00. The special provisions would have been clearer if we would have "spelled out" the area in which the State would pay for such watchmen, between centerline stations 123+00 to 130+00, but since the balance of the provision refers solely to work within the railroad's right of way lines, it would appear that the State did not intend to pay for watchmen, etc. while the contractor was operating outside the railroad right of way.

I have discussed this matter with Mr. C. E. Rohde, Assistant Counsel, and, as indicated, it is our opinion that the State is not responsible to the Western Union Telegraph Company for the wages of the men they hired, and, therefore, any liability for the amount would necessarily fall on the contractor under the Standard Specifications for Highway Construction (issue of May 1, 1954) sections 1.7.12, 1.7.14, 1.7.16, 1.7.17 and 1.7.18.

If, however, we can be of any further assistance on this matter, do not hesitate to contact us.

Yours very truly,

Frank C McKinney
FRANK C. McKINNEY
Chief, Office Section

FCMcK:ma

cc S. H. Probert
L. L. Lindas
C. E. Rohde

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December [illegible], 1957

Goble-Tide Creek Section
SUBJECT: Columbia River Highway
Prefix 5-1035, Cont. 5053

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Enclosed herewith is a letter from Mr. F. I. Salloway, area superintendent for the Western Union Telegraph Company, addressed to Mr. William E. Maltby, resident engineer, concerning damage to Western Union Telegraph Company lines in connection with the above subject project. Also enclosed is a letter from Mr. Maltby, giving further details concerning Mr. Salloway's letter.

The special provisions for this project provide that the contractor shall be responsible for any damage caused to the railroad's track, telegraph, telephone or signal lines, or any other property of the railroad company by reason of the contractor's operations. The special provisions also provide that the railroad company will furnish, at the expense of the state, such engineer inspectors, watchmen, or flagmen, as it may deem necessary to safeguard railroad property, and to supervise prosecution of that portion of the work within the limits of it's right of way.

In checking with the S. P. & S. Railroad Company, we are advised that the Western Union Company operates telegraph and telephone lines along the railroad right of way of the railroad company. However, along the construction project where the contractor conducted blasting operations, the construction project does not encroach on the railroad or Western Union right of way at any place. There is no question that any damage to the lines would be the contractor's responsibility.

Inasmuch as the project does not encroach on the railroad right of way, an opinion is requested as to our responsibility in reimbursing the Western Union Company for patrolling costs.

A. E. Johnson

A. E. JOHNSON
Assistant Division Engineer

AEJ:w
Encl.
cc: Wm. E. Maltby

LHY
P/s handle

Form 5 30 50M 8 57 [illegible]

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

St. Helens, Oregon
November 14, 1957

Subject Damage to Telegraph Lines
Goble-Tide Creek Section
Prefix 51035, Contract 5053

To: A. E. Johnson
Asst. Division Engineer
State Highway Department
Portland, Oregon

Enclosed you will find a letter from Mr. F. L. Sulloway, Area Supt. for the Western Union Telegraph Co. This letter concerns the interruption to the Western Union services as a result of the clearing operations on this project. These operations were occasioned by the severing of the Western Union lines on October 11 and October 16 as a result of the stump blasting operations on our R/W by the clearing contractor when sections of the said stumps were blown from our R/W over into the Western Union lines on their adjoining property.

The Western Union as I understand, lease this R/W from the SP&S Railway and for said lease rights, maintain the SP&S telegraph service in this area. You will note in the letter a reference to a conversation between Mr. Sulloway and this office. He states it is his understanding that our department will assume the costs of their additional service and patrolling. This is a misunderstanding on their part as I informed them that our contract did not call for maintaining any patrolmen or servicemen on their lines and that any additional policy concerning these issues would have to come from our head office in Salem.

This construction project does not encroach on the Western Union R/W at any time and their is no provision in our contract specifications for maintaining of inspectors or repairmen on these lines. However, there is an item in the miscellaneous provisions of the specifications concerning the contractors responsibility in cases of damage to said lines or the railroad property. Our slopes do encroach on the R/W of the SP&S Railway through the new construction section on the right of center line station 129-130, and there is an item in the miscellaneous provisions of the contract specifications for the railroad to maintain proper supervision of the work carried on within these limits at the expense of the state. The above mentioned section was not part of this damage claim.

Prior to the activities of the contractor on this project, I instructed his representative to properly inform all the utility companies and the railroad representatives before any activities were carried out in areas near their service lines where there would be any danger of damage as a result of said activities. After the first damage to these services, I again informed the contractor's representative of his responsibility to inform the utility companies of his activities in these danger of damage areas and on at least one occasion I informed the said utilities of blasting activities and advised them to have maintainence crews at the sites.

THE WESTERN UNION TELEGRAPH COMPANY
239 S. W. BROADWAY
PORTLAND 5, OREGON

November 5, 1957

POLE LINES AND WIRES - Damages

Mr. Wm. E. Maltby
Resident Engineer
State of Oregon Highway Department
253 South First Street
St. Helens, Oregon

Dear Sir:

As you are aware, we have suffered two interruptions to our contract line along the S.P. & S. Railway by reason of blasting operations by contractors working on the Goble-Tide Creek section of the Columbia River Highway.

Since our responsibility to maintain uninterrupted service to our patrons is of prime importance, it was necessary to rent foreign facilities for our more important circuits. In addition, we have a contractual obligation to maintain railway circuits on the line so that it was and is advisable to have patrolmen at the blast location during blasting operations.

It is anticipated that the contractor will accept our bill for actual damage caused to date and our understanding as result of conversation in your office that the State will assume patrolling costs. Will you please confirm.

Yours truly,

Area Superintendent
Plant and Engineering

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DEC 20 1957
FOR FILING
F-27(7)
53

December 17, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering 12-inch culvert pipe and drainage ditch on the Goble-Tide Creek Section of the Columbia River Highway in Columbia County, Contract No. 5053, in connection with Federal Aid Project No. F-27(7).

This work is necessary to divert spring water and drainage from a culvert on the old highway from a slide area. The new highway is in a cut and below the old. Water from springs, a culvert on the old highway and surface water is saturating the ground and slopes. It is to be diverted to an existing drainage ditch and carried away from the danger area.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

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DEC 20 1957
FOR FILING

F-27(7)

[illegible]

December 17, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 235 covering horizontal and vertical drilling in slide areas on the Goble-Tide Creek Section of the Columbia River Highway in Columbia County, Contract No. 5063, in connection with Federal Aid Project No. F-27(7).

This work is necessary to relieve saturated cut slopes of water. The contractor is not equipped to do this work. The state has the necessary special equipment, operated by experienced crews, to do the work more economically than by separate contract. Your approval of this order on force account basis using state forces is requested.

The total estimated amount of the order is $1,500.00 with Federal participation of $925.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBB:kr

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FOR FILING

November 26, 1957

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering revision of existing water line on the Goble-Tide Creek Section of the Columbia River Highway in Columbia County, Contract No. 5053, in connection with Federal Aid Project No. F-27(7).

It is necessary to revise a 2½" water line which crosses the relocated highway at Station 182+50. This work was anticipated and included in the Special Provisions of the contract as an extra work item.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

TELEPHONE ATWATER 9603

RUSSELL W. SEWALL
ATTORNEY AT LAW
[illegible] BLDG.

PORTLAND 4, OREGON.

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DEC 4 1957
FOR FILING
[illegible]
1153

November 15, 1957

State Highway Department
Salem, Oregon

__Attention: Mr. G. S. Paxson, Assistant State Highway Engineer__

Dear Mr. Paxson:

Enclosed herewith you will please find one set of your three sketches covering the crossing of the main levee of Deer Island Drainage District which sketches have been approved by said District and by the Corps of Engineers, U. S. Army.

Also enclosed you will please find a copy of Resolution of said District authorizing approval of said plans subject to the approval of said Engineers and certified by the Secretary.

Also enclosed you will find copy of letter dated November 14, 1957, addressed to the Board of Supervisors of said District by Ben L. Peterson of the Engineering Division of Army Engineers.

I wish to call you attention particularly to the last paragraph of said letter and request that you comply with same and duly notify the Army Engineers as therein requested.

Very truly yours

DEER ISLAND DRAINAGE DISTRICT

BY ______________________
Secretary

RWS:wk
Encl.

NOTED
G. S. PAXSON

Copies (4)
[illegible]

NOTED
W. W. STIFFLER

NPPGW-8

November 14, 1957

Board of Supervisors
Deer Island Drainage District
Suite 1125-1129 Yeon Building
Portland 4, Oregon

ATTENTION: Mr. Russell W. Sewall, Secretary

Gentlemen:

Reference is made to your letter dated November 12, 1957, inclosing five prints each of three sketches prepared by the Oregon State Highway Department for relocation of the Columbia River Highway over the levee at the downstream end of your district.

The levee crossing as shown on the sketches is approved and three sets of the approved sketches are inclosed. It is understood that the flood protection afforded by the levee westerly of the proposed highway crossing will not be reduced.

It is requested that this office be notified at least three days prior to placing the rock ballast material on the levee section, in order that a representative of this office may be present to inspect the work. In order to minimize possible delay in making the inspection, it is suggested that you call CA 7-7681, Extension 350, Portland, Oregon.

Very truly yours,

3 Incls. (dupe)
Above-mentioned sketches

BEN L. PETERSON
Chief, Engineering Division

Copies to [illegible]

NOTED
W. W. STIFFLER

## "RESOLUTION"

"BE IT RESOLVED That the Deer Island Drainage District do and it does hereby grant unto the State of Oregon, through its State Highway Department, permission to cross the main levee of the District at the Station 221+20, and as shown on the prints and sketches furnished to the District by the State, PROVIDED, HOWEVER, that the necessary construction work shall be done in accordance with the regulations and requirements of the Corps of Engineers, U.S. Army Engineer District, Portland. This permission is given subject to the approval of said Army Engineers in all respects, and

BE IT FURTHER RESOLVED that the Secretary of the District be and he is hereby authorized to certify a copy of this Resolution to the State of Oregon and also to said Corps of Engineers and deliver therewith to said Engineers five copies each of the prints furnished to the District by the State of Oregon, to wit:

1. "Sketch of Highway Area within the Boundary of the Deer Island Drainage District"
2. "Study of Drainage Dike at Station 221+20"
3. A detailed drawing showing the approach off and onto said Highway from the road on top of said levee at said Station 221+20." * * * * *

STATE OF OREGON )
( ss
COUNTY OF COLUMBIA )

I, RUSSELL W. SEWALL, do hereby certify: That I am the Secretary of the Board of Supervisors of the Deer Island Drainage District of Columbia County, State of Oregon; that the foregoing Resolution of the Board of Supervisors of said Deer Island Drainage District was unanimously adopted at a regularly meeting of the Board held on Monday, the 11th day of November, 1957, at 2:00 P.M., at Deer Island, Oregon, at which meeting all of the members of the Board of Supervisors were present; to wit: Harry H. Kem, Jr., ; Arnold Lippen; and J. J. WINDHAM; that the foregoing copy of said Resolution has been by me carefully compared with the original thereof and that the same is a full, true and correct copy and transcript of the original and the whole thereof as the same appears in the minute book of the said District, which is in the custody of the Secretary of the said District.

IN WITNESS WHEREOF I have hereunto set my hand and seal of the District this 11th day of November, 1957.

SECRETARY

"BE IT RESOLVED That the Deer Island Drainage District do and it does hereby grant unto the State of Oregon, through its State Highway Department, permission to cross the main levee of the District at the Station 221+20, and as shown on the prints and sketches furnished to the District by the State, PROVIDED, HOWEVER, that the necessary construction work shall be done in accordance with the regulations and requirements of the Corps of Engineers, U.S. Army Engineer District, Portland. This permission is given subject to the approval of said Army Engineers in all respects, and

BE IT FURTHER RESOLVED that the Secretary of the District be and he is hereby authorized to certify a copy of this Resolution to the State of Oregon and also to said Corps of Engineers and deliver therewith to said Engineers five copies each of the prints furnished to the District by the State of Oregon, to wit:

1. "Sketch of Highway Area within the Boundary of the Deer Island Drainage District"
2. "Study of Drainage Dike at Station 221+20"
3. A detailed drawing showing the approach off and onto said Highway from the road on top of said levee at said Station 221+20." * * * * *

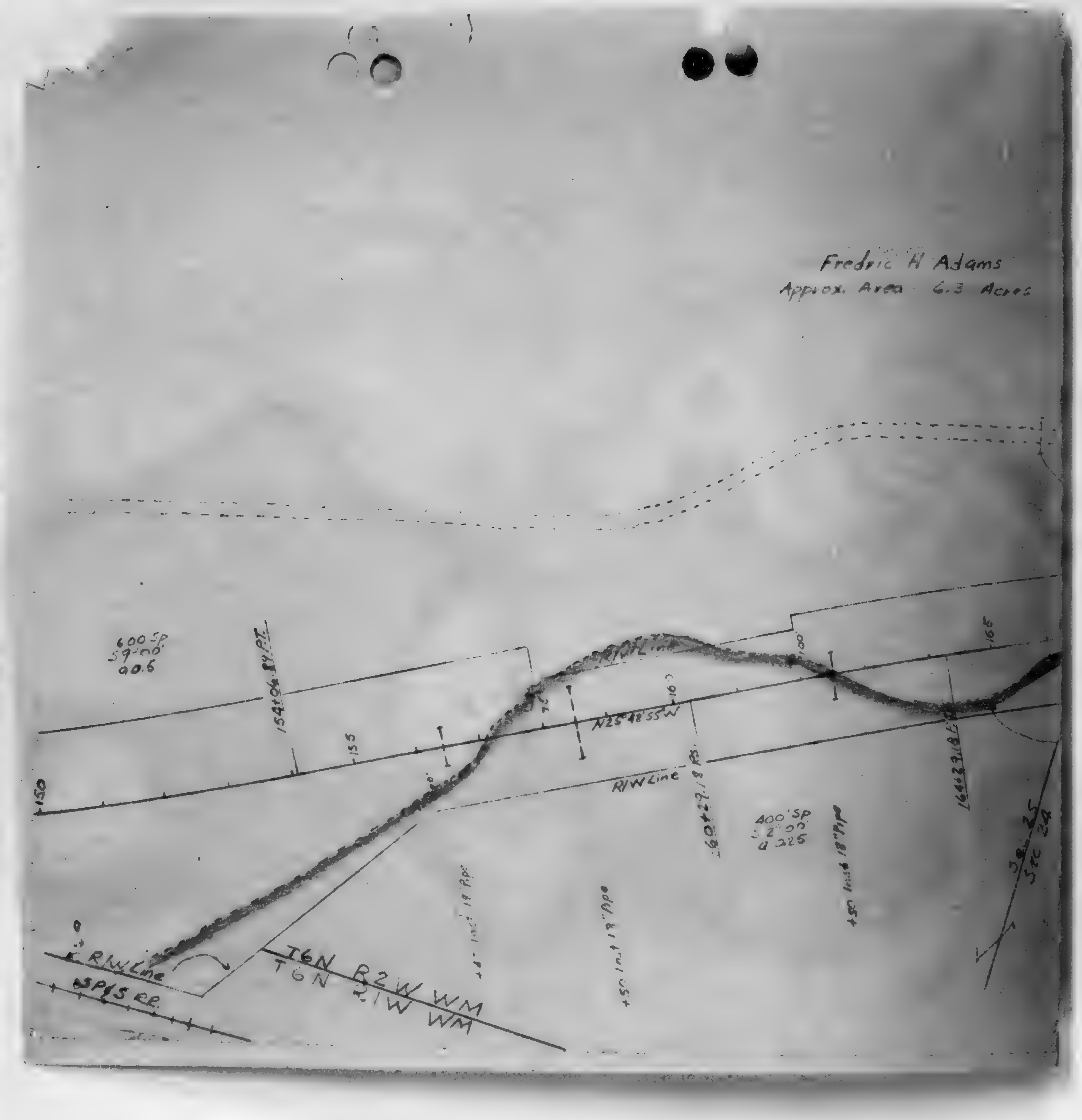
STATE OF OREGON )
( ss
COUNTY OF COLUMBIA )

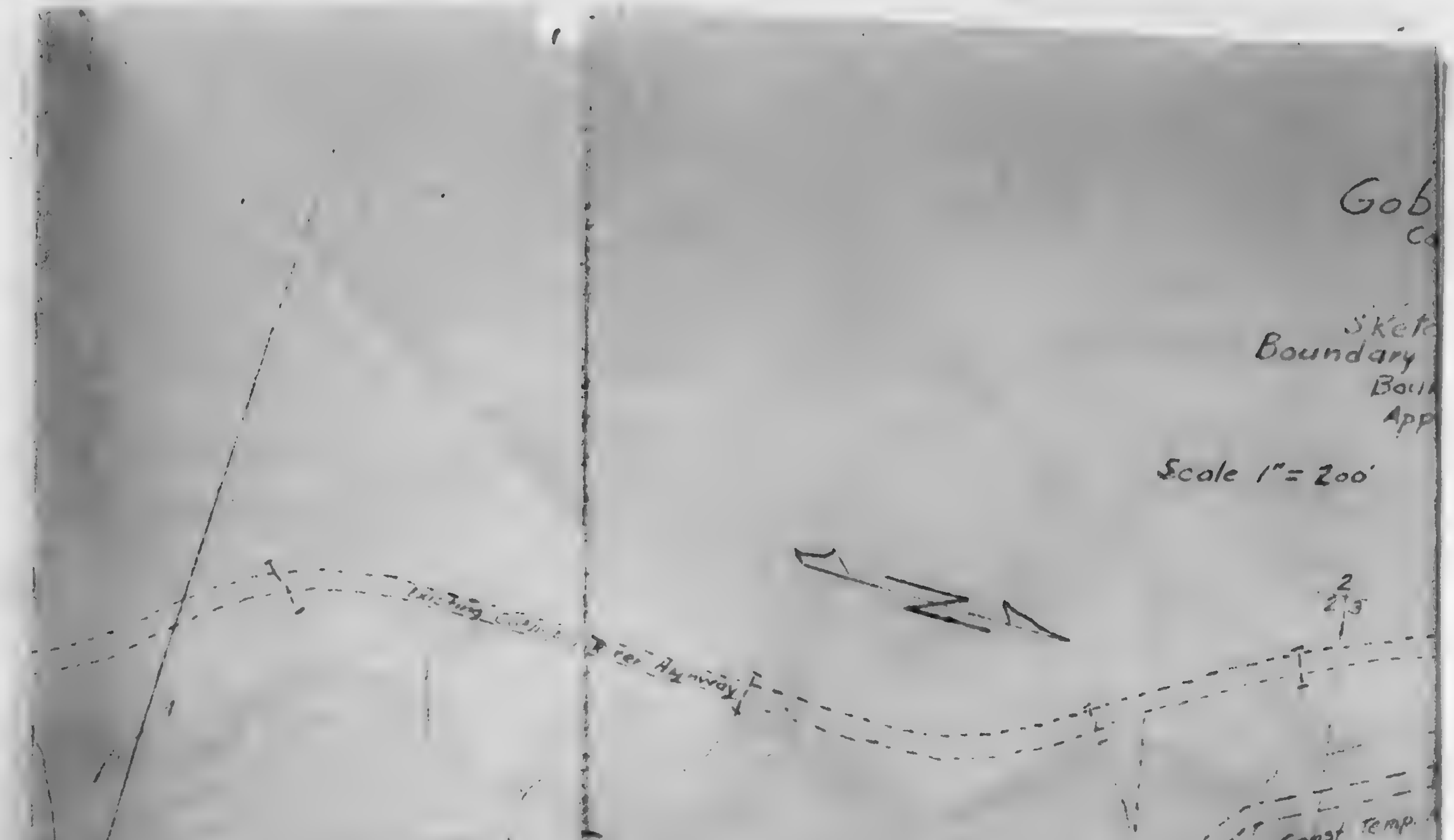
I, RUSSELL W. SEWALL, do hereby certify: That I am the Secretary of the Board of Supervisors of the Deer Island Drainage District of Columbia County, State of Oregon; that the foregoing Resolution of the Board of Supervisors of said Deer Island Drainage District was unanimously adopted at a regularly meeting of the Board held on Monday, the 11th day of November, 1957, at 2:00 P.M., at Deer Island, Oregon, at which meeting all of the members of the Board of Supervisors were present; to wit: Harry H. Kem, Jr., ; Arnold Lippen; and J. J. WINDHAM; that the foregoing copy of said Resolution has been by me carefully compared with the original thereof and that the same is a full, true and correct copy and transcript of the original and the whole thereof as the same appears in the minute book of the said District, which is in the custody of the Secretary of the said District.

IN WITNESS WHEREOF I have hereunto set my hand and seal of the District this 11th day of November, 1957.

Russell W. Sewall
SECRETARY

Copies to [illegible]


Fredric H Adams
Approx. Area 6.3 Acres
600 SP
59-00
a0.6
154+06.84 P.T.
150
155
160
165
N25°48'55"W
R/W Line
R/W Line
160+29.18 P.S.
164+29.18 E.S.
400' SP
2°00'
a.225
+50 Inst 18" Pipe
+50 Inst 18" Pipe
Inst 18" Pipe
R/W Line
SP&S RR.
T6N R2W WM
T6N R1W WM
Sec 25
Sec 24

Gob
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Bou
App
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18
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120
Const Temp.
Const. Appr.
Deer Island Drainage Dist.
Boundary & Contour
Adams Property
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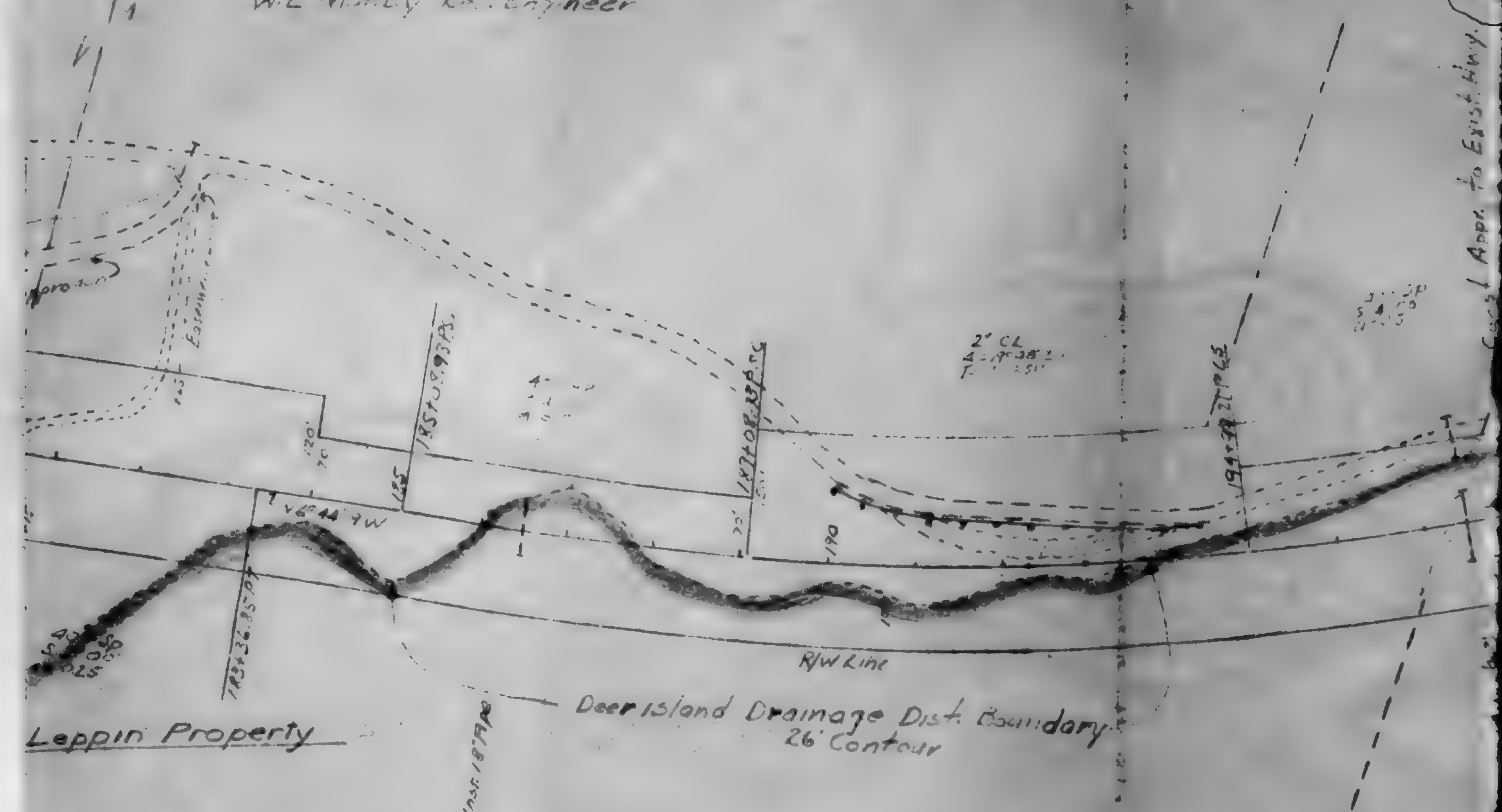
Δ 11°04'36"
Ts 1162.93
Inst. 18" Pipe
+38 Inst. 36" Pipe
Const. Inlet & Outlet Ditch
+50 Inst. 18" Pipe
+00 Inst. 36" Pipe
Const. Inlet Ditch, Lt.
J.H. Jones DL

le - Tide Creek Sect.
lumbia River Highway

h of R/W Area within
of Deer Island Drainage District
ndary Line 26' Contour
rox. Area = 15 Acres

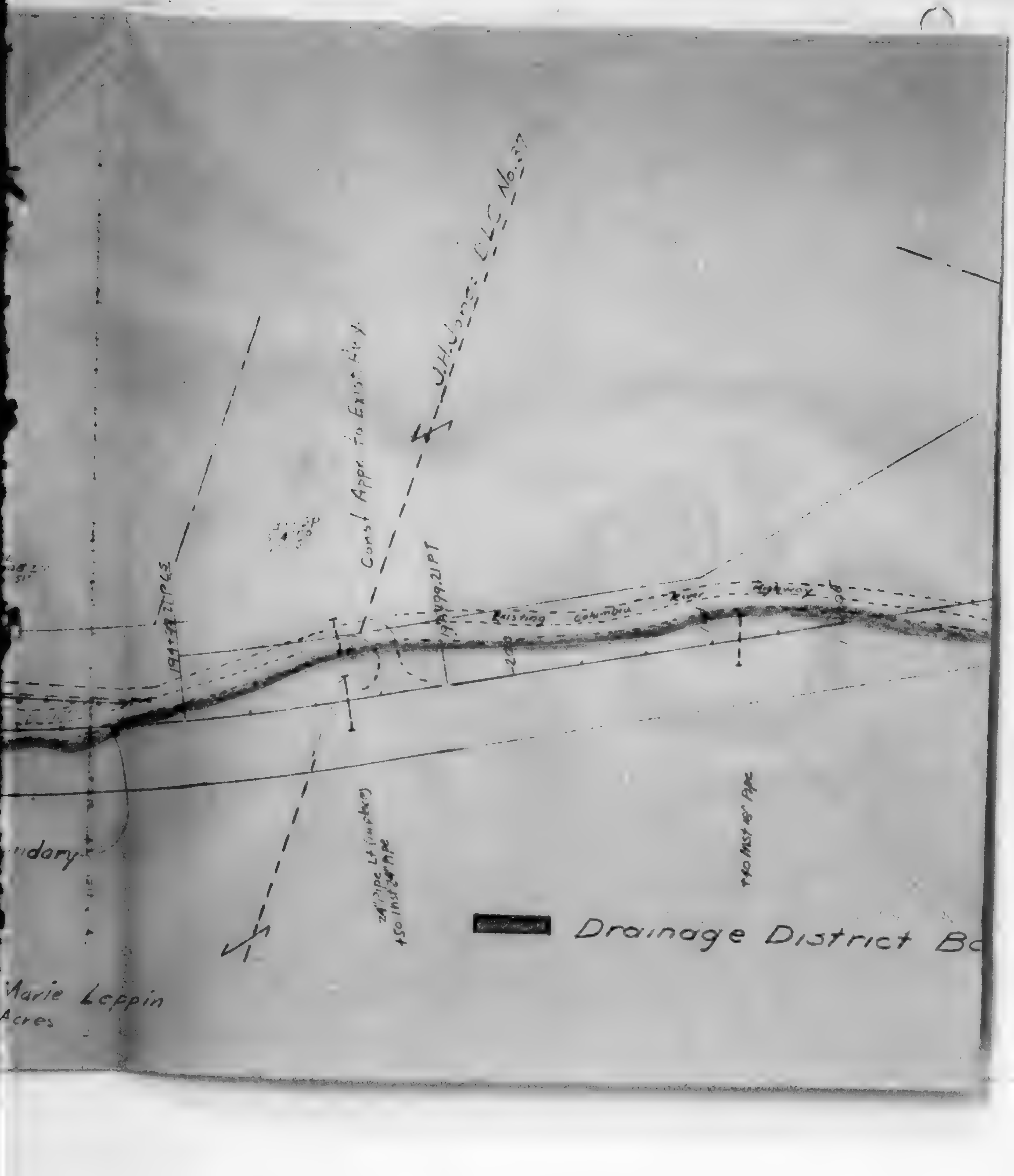
W.E Malley Re. Engineer

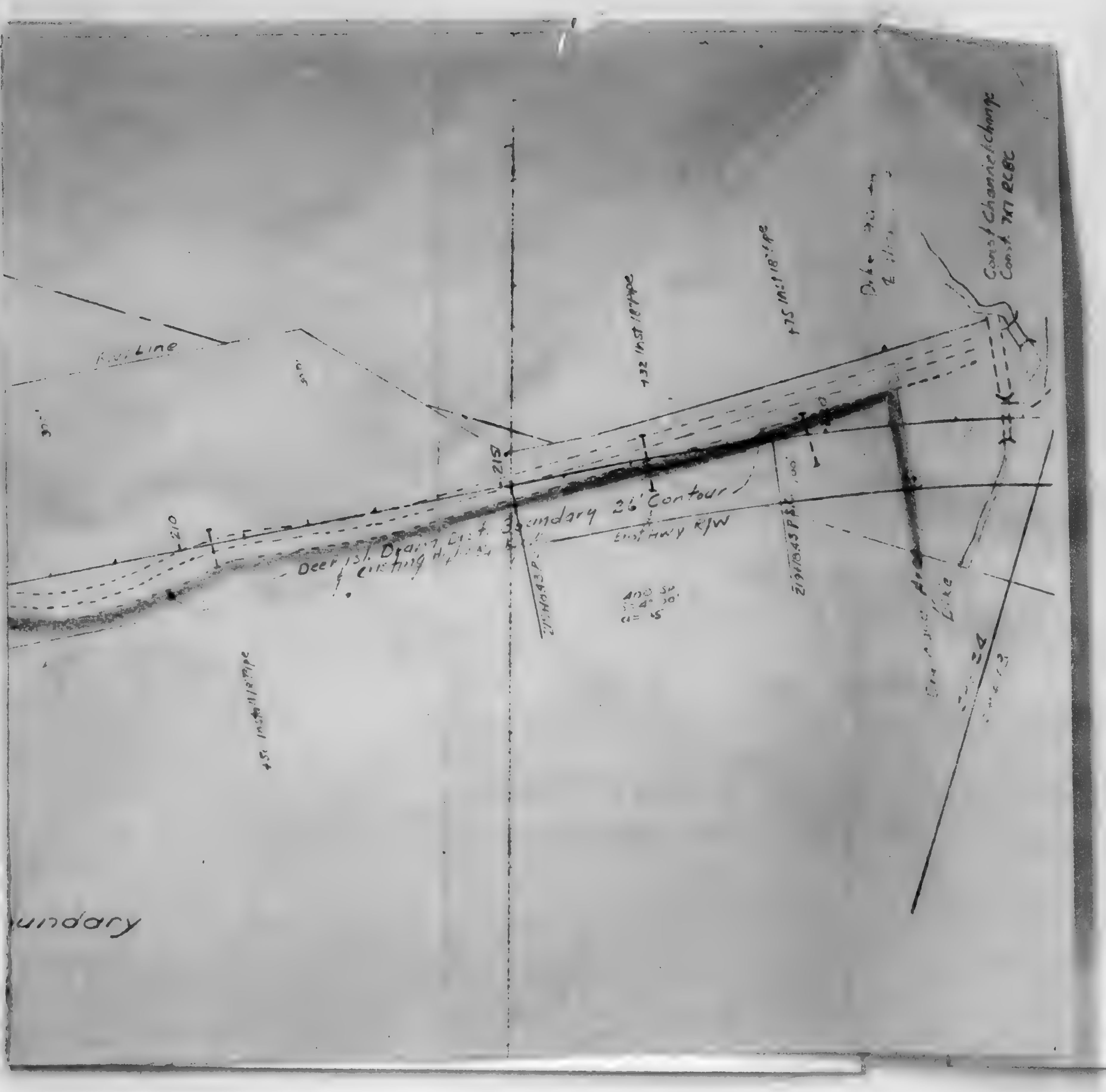


Approach
Easement
183+36.85 P.T.
185+08.93 P.S.
187+08.25 P.C.
194+38.21 P.C.S.
2° CL
R/W Line
Leppin Property
Deer Island Drainage Dist. Boundary
26' Contour
Appr. to Exist Hwy.

Arnold L. & Anna Marie Leppin
Approx Area = 8.7 Acres

F No. 37 - f --


J.H. Jones D.L.C. No. 37
Const. Appr. to Exist. Hwy.
194+71.21 P.C.
197+99.21 P.T.
Existing Columbia River Highway
24" Pipe Lt. (in place)
+50 Inst. 24" Pipe
+40 Inst. 18" Pipe
ndary
Drainage District Bo
Marie Leppin
Acres


Const Channel Change
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Line
210
215
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+51 Inst 18" Pipe
Deer Isl. Drain Dist. Boundary 26' Contour
Existing Hwy
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34
undary

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F-27(7)

5-3

November 12, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 824-238 covering seeding and mulching on the Goble-Tide Creek Section of the Columbia River Highway in Columbia County, Contract No. 5053, in connection with Federal Aid Project No. F-27(7).

This work is necessary for erosion control and roadside improvement. The contractor is not equipped to do this work. The state has the necessary special equipment, operated by experienced crews, to do the work more economically than by separate contract. The total amount of the order is $5,800.00 with Federal participation of $3,480.00.

Your approval of this order at agreed unit prices under the provisions of PPM-21-6.3 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DB:fcr

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FOR FILING

[illegible]

15

November 4, 1957

Mr. Russell W. Sewall, Secretary
Deer Island Drainage District
1125-1129 Yeon Building
Portland 4, Oregon

Re: Deer Island Drainage
District levee crossing

Dear Mr. Sewall:

I have your letter of October 30 returning the prints submitted to you with my letter of October 28.

I have made the requested changes on the right-of-way sketch to show the road entrance to the levee. I have also noted on the sketch entitled "Study of Drainage Dike" that the datum is based on mean sea level. In order that you may be more fully informed, I am attaching a third map which shows to a scale of 1" = 100' the location of the approach to the levee.

I trust that this will satisfy your purpose and would appreciate your expediting their submission to the Army Engineers and return to us.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attachs.

cc The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon
Attention: Mr. Verne Jones

Mr. W. C. Williams
Mr. Tom Edwards

TELEPHONE ATWATER 9603

**RUSSELL W. SEWALL**
ATTORNEY AT LAW
SUITE 1125-1129 YEON BLDG.

PORTLAND 4, OREGON.

October 30, 1957

State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson, Assistant State Highway Engineer

Dear Mr. Paxson:

Upon receipt of your letter of the 28th today, I conferred with Mr. Cox and Mr. Jones of the Corp of Engineers and went over with them your letter and the prints which you sent me.

I am herewith returning the six prints for the reason that the Engineers advise that same would not be acceptable as submitted in the following particulars:

1. The prints entitled "Sketch of R/W Area" should be supplemented to indicate thereon the approaches for access on and from the new highway to the Deer Island Drainage District levee at the point of the proposed crossing. This access to the road on top of the dike is quite important and should be constructed with curved out area on either side of same so as to permit easy turning into it from the highway by heavy equipment as may be required in flood times or for dike repairs.

2. I believe that the "Study of Drainage Dike at Station 221+20" is satisfactory as submitted excepting that there should be indicated thereon the datum upon which the elevations are based. I assume that the elevations thereon are based on mean sea level datum and hope that is the fact.

If the Drainage District forwarded the plans as submitted with its consent to your proposed construction, the Corp of Engineers would return them to the District to be forwarded to you for the above noted additions, and therefore, in order to speed the matter up, I am returning them to you direct in the hopes that when we do submit the same to the Corp of Engineers, there will be no hitch in obtaining their approval.

Very truly yours

RUSSELL W. SEWALL

RWS:wk
Encl.

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U. OCT 29 1957
FOR FILING

October 28, 1957

Mr. Russell W. Sewall, Secretary
Deer Island Drainage District
1123-1129 Yeon Building
Portland 4, Oregon

Dear Mr. Sewall:

Reference is made to your letter of October 8 to our Chief Counsel, Mr. Leonard I. Lindas, and to conferences you have had with Mr. William E. Maltby, our Resident Engineer in charge of the Goble-Tide Creek project on the Columbia River Highway.

I am attaching hereto six prints entitled "Sketch of R/W Area within Boundary of Deer Island Drainage District" and six prints entitled "Study of Drainage Dike at Station 221+20". The area in which our highway crosses lands within the drainage district is from approximately Station 155 to Station 221+50. You will note from the attached sketch that our right of way lies along the west boundary of the district which is defined as the 25-foot contour and that the only place we cross a dike of the district is at Station 221+50 where your dike ties into the existing Columbia River Highway. The grade line of our highway is in all places above the elevation of the top of your dike and at the point where we cross the dike, we will make a fill which will, if anything, make the dike stronger than it is at present.

Under the regulations of the Corps of Engineers, we must obtain a permit for this crossing of the dike, and prior to their issuance of a permit they require the consent of the Drainage District. Five copies of the attached prints should accompany the notice of approval.

Right of way through this section has been obtained from owners of the property in question either by negotiations or condemnation proceedings. We have no record that any of this property is held in the name of the Drainage District itself. Mr. Maltby reports that you are concerned about assessments made by the District on property acquired within the district boundary by the State. The State will accept any legal assessment by the District against the State's property.

Copy of this letter and sketches are being sent to the U. S. Engineers and it would be appreciated if you would advise them of the District's approval of this work as early as practicable.

Very truly yours,

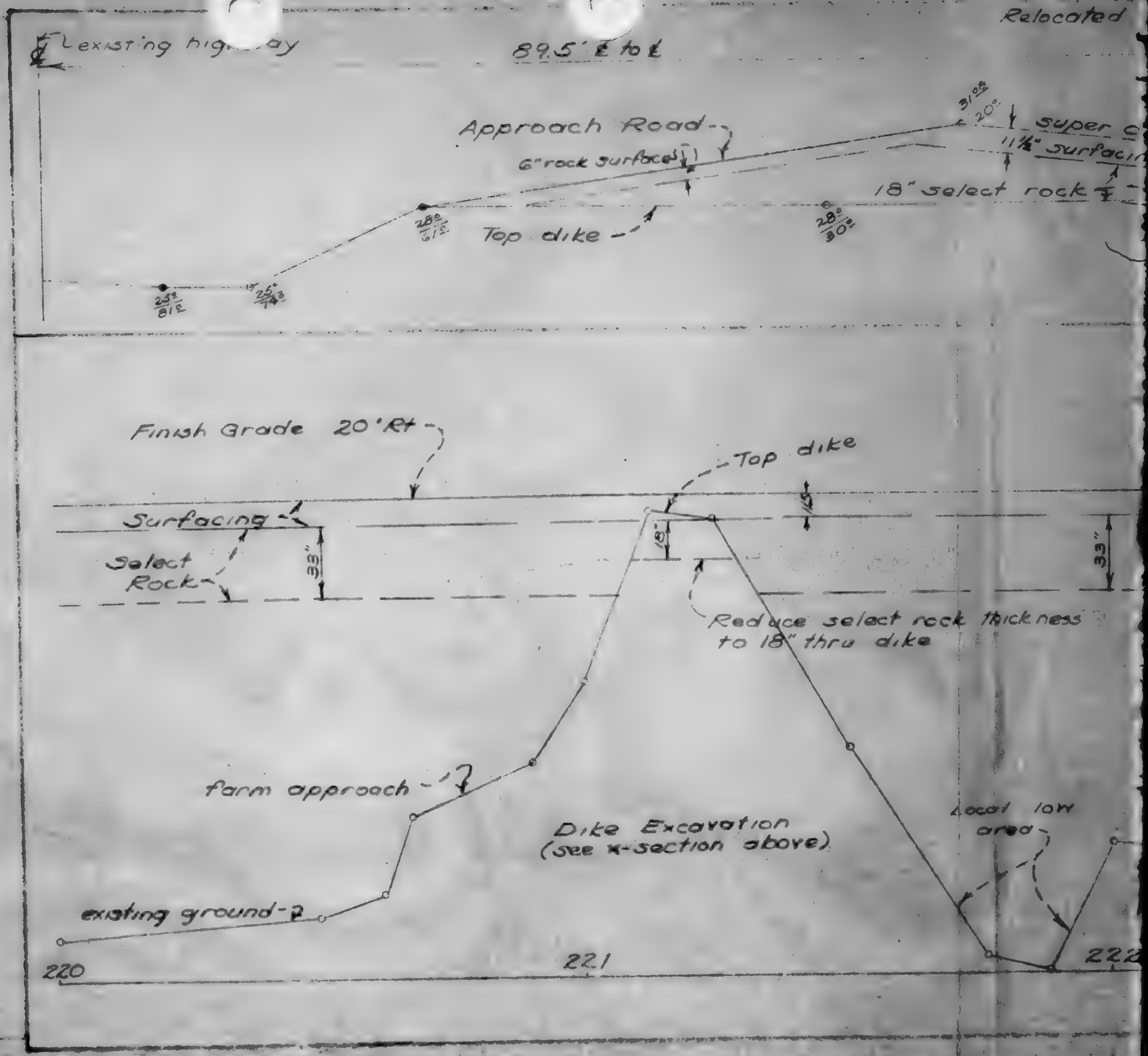
W. C. Williams
State Highway Engineer

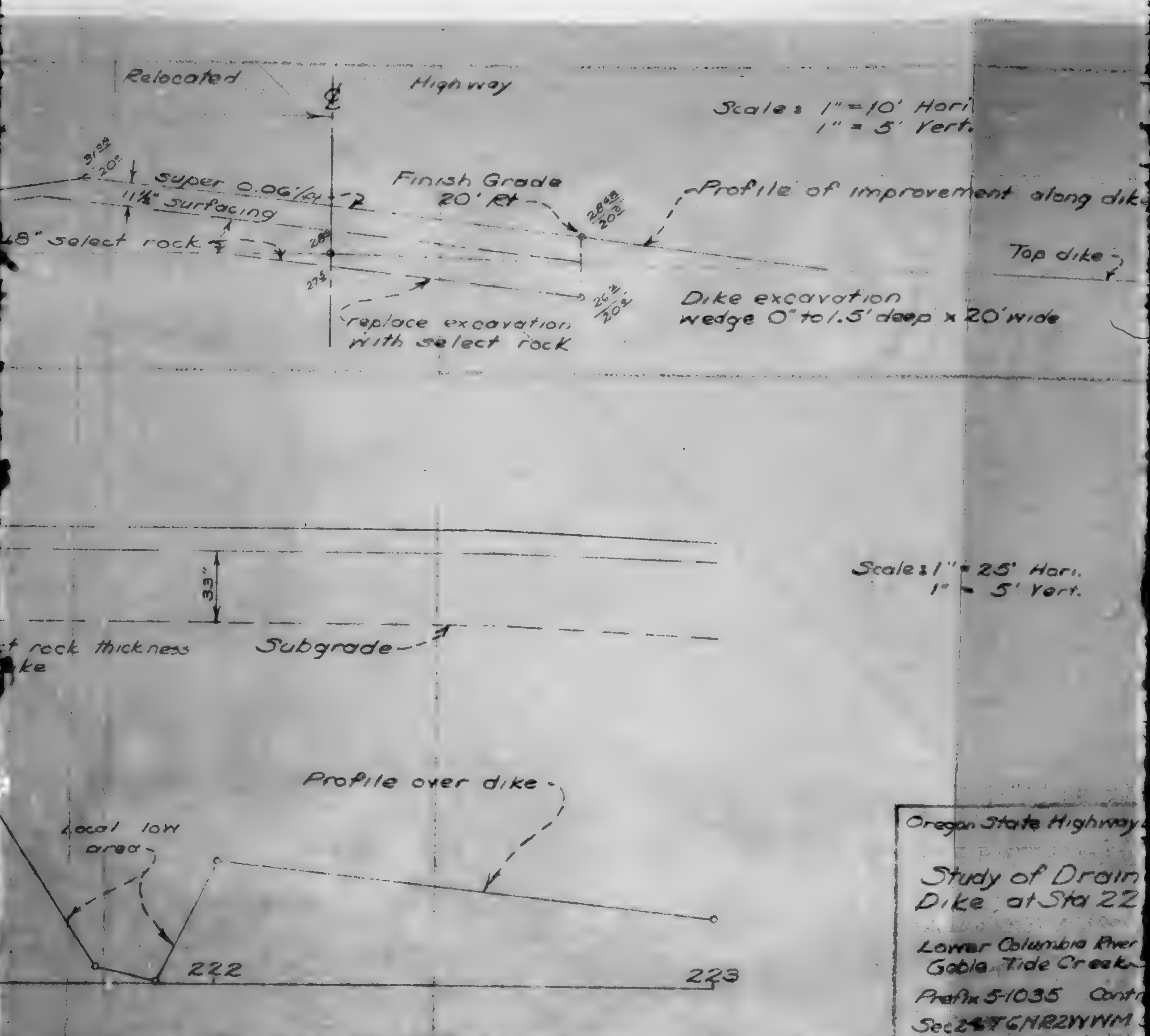
By

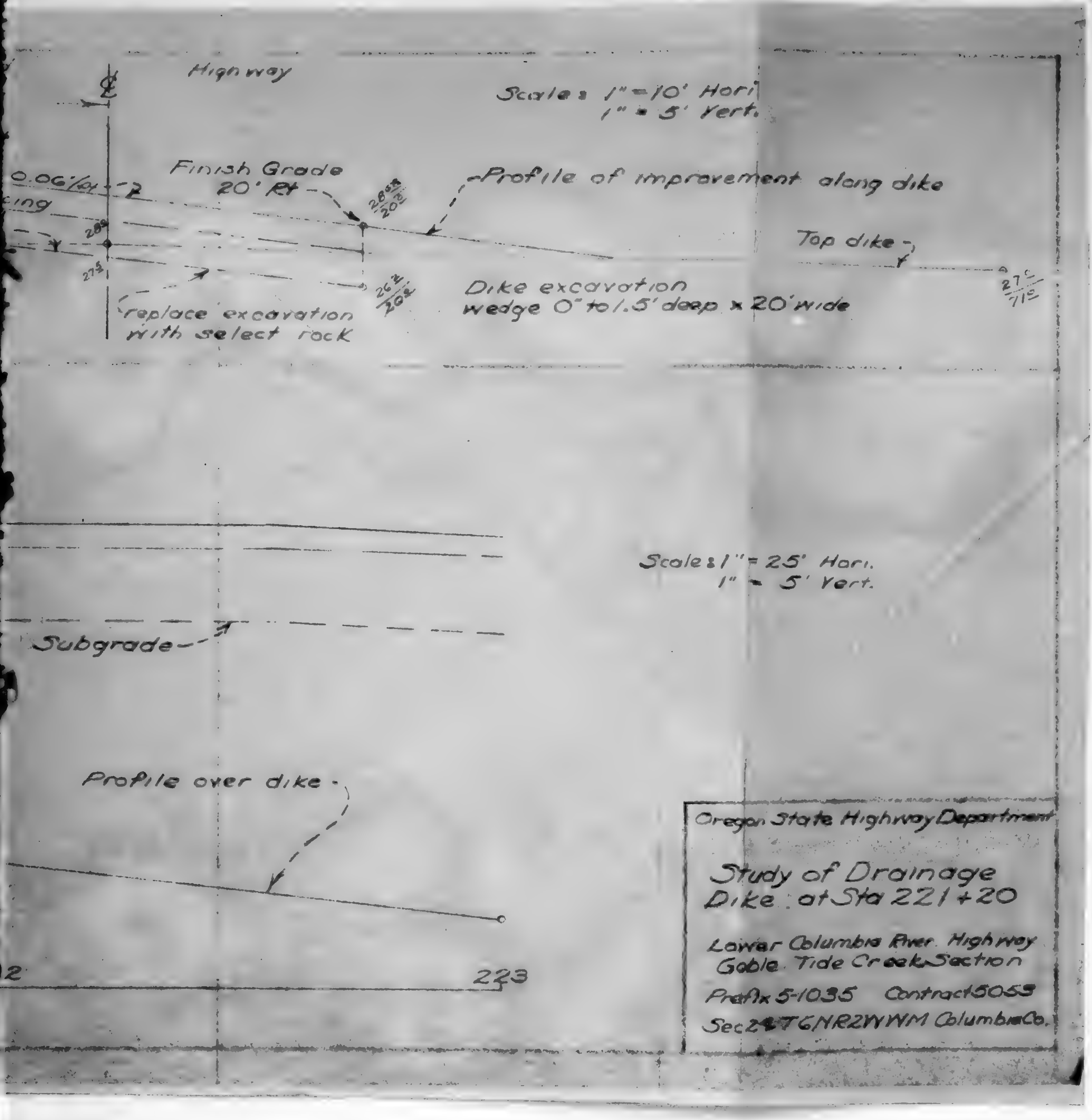
G. S. Paxson
Assistant State Highway Engineer

cc The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block, Portland

GSP:gn Mr. W. C. Williams
Attachs. Mr. Leonard I. Lindas
Mr. Tom Edwards


Relocated
℄ existing highway
89.5' ℄ to ℄
Approach Road
6" rock surfaces
super e
11½" surfacin
18" select rock
31.05/20.0
28.0/61.5
Top dike
28.0/30.0
25.9/81.2
25.6/74.8
Finish Grade 20' Rt
Top dike
Surfacing
Select Rock
33"
18"
11½"
33"
Reduce select rock thickness to 18" thru dike
farm approach
Dike Excavation (see x-section above)
Local low area
existing ground
220
221
222


Relocated
Highway
℄
Scale: 1" = 10' Hori
1" = 5' Vert.
31.08
20.0
super 0.06'/ft
11½" surfacing
8" select rock
28.9
27.5
Finish Grade
20' Rt
28.68
20.2
26.2
20.2
Profile of improvement along dike
Top dike
replace excavation
with select rock
Dike excavation
wedge 0" to 1.5' deep x 20' wide
33"
Scale: 1" = 25' Hori.
1" = 5' Vert.
rock thickness
ke
Subgrade
Profile over dike
Local low
area
222
223
Oregon State Highway
Study of Drain
Dike at Sta 22
Lower Columbia River
Goble-Tide Creek
Prefix 5-1035 Contr
Sec 24 T6N R2W WM


Highway
℄
Scale: 1" = 10' Hori.
1" = 5' Vert.
0.06'/ft
Finish Grade
20' Rt
-Profile of improvement along dike
cing
$28^{65}$ / $20^{2}$
$28^{0}$
$27^{5}$
Top dike
$27^{0}$ / $71^{0}$
$26^{2}$ / $20^{2}$
Dike excavation
wedge 0" to 1.5' deep x 20' wide
replace excavation
with select rock
Scale: 1" = 25' Hori.
1" = 5' Vert.
Subgrade
Profile over dike
2
223

Oregon State Highway Department

Study of Drainage
Dike at Sta 221+20

Lower Columbia River Highway
Goble Tide Creek Section

Prefix 5-1035 Contract 5053

Sec 24 T6N R2W WM Columbia Co.

FORM 230—12½M—6-55—98208

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem

October 23, 1957

SUBJECT: Goble-Tide Creek Section
Columbia River Highway
Contract No. 5053
R-26407

To: Mr. Tom Edwards
Construction Engineer

Attention: Mr. L. H. Young
Assistant Construction Engineer
Office

In your letter of October 21, 1957, you advised us that Mr. Sewall has found that Oregon statute 547.455 (3) provides that the State will continue assessments on lands purchased within a drainage district. Mr. Sewall has done an admirable job of researching the law, however, he has failed to read far enough. The statute to which he refers is a general statute which refers to all state land within an irrigation district. There is in existence a statute which specifically refers to public highways. Of course, the specific statute is the one that controls in relation to public highways. This statute reads as follows:

> ORS 547.225 (5) "The public highways, railroads and other rights of way, roadways and other property shall be assessed according to the increased physical efficiency and decreased maintenance cost thereof by reason of the protection to be derived from the proposed works and improvements."

Therefore, if the public highway receives no increased physical efficiency and no decreased maintenance cost by reason of the proposed works in the drainage district, there is no basis for assessment. It is incumbent upon the district to determine the increased physical efficiency and decreased maintenance costs which forms the basis for assessment against the Highway Department. The law provides that we may object to their assessment within a limited time. If the objection is not sustained, we may appeal to the Circuit Court for a determination of the benefits.

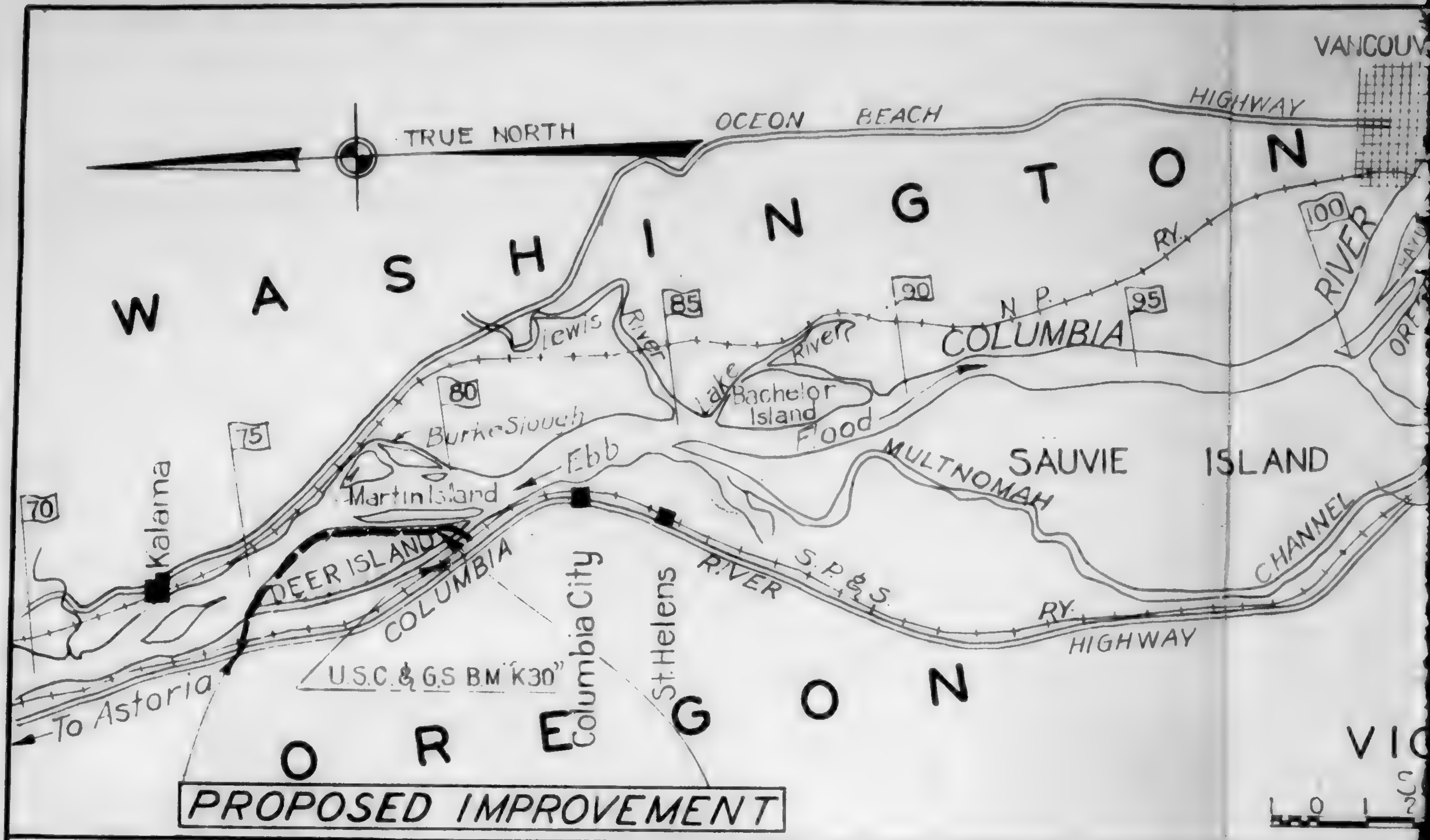
At present this department has no idea whether there is any increased physical efficiency from which the highway will benefit, or any decrease in the maintenance costs which will be a benefit to us.

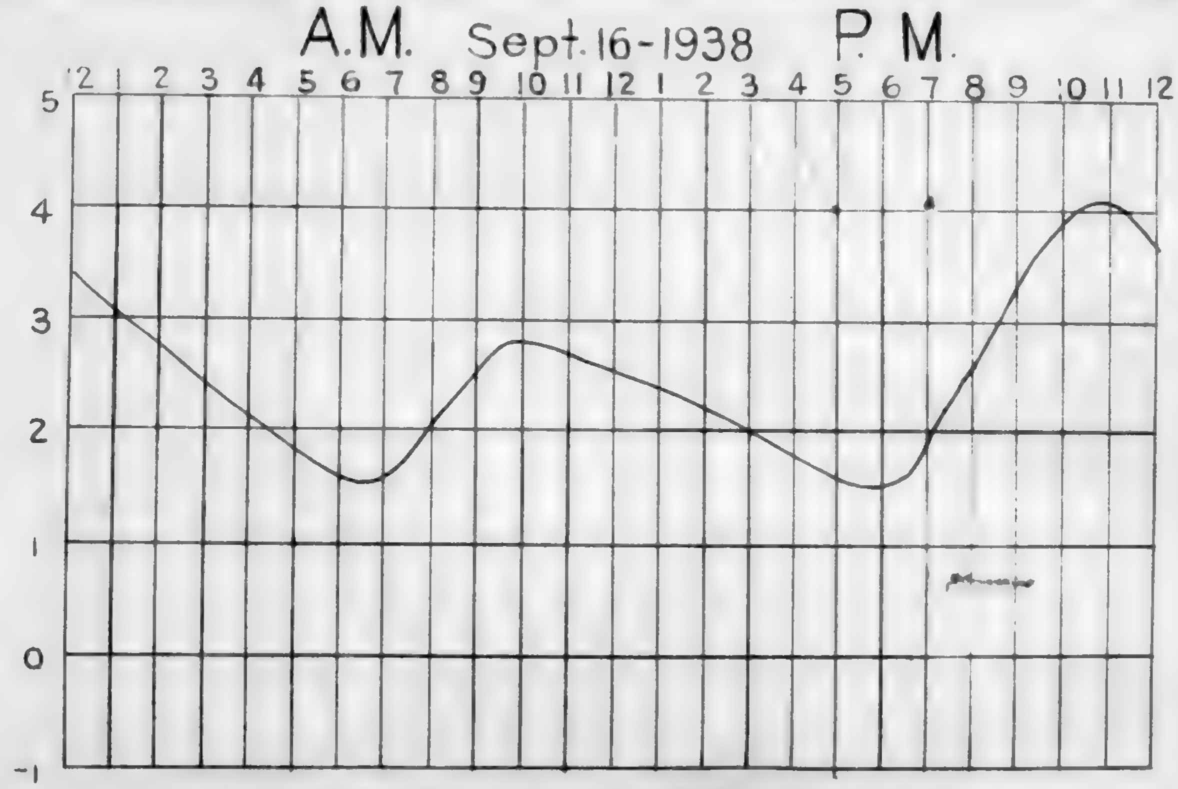
In order that we may form grounds for an objection to an assessment in the event that it is high, we would like to have information concerning the increased physical efficiency or decreased maintenance costs which will be benefits to the highway.

R. A. Holland
ROBERT A. HOLLAND
Staff Attorney

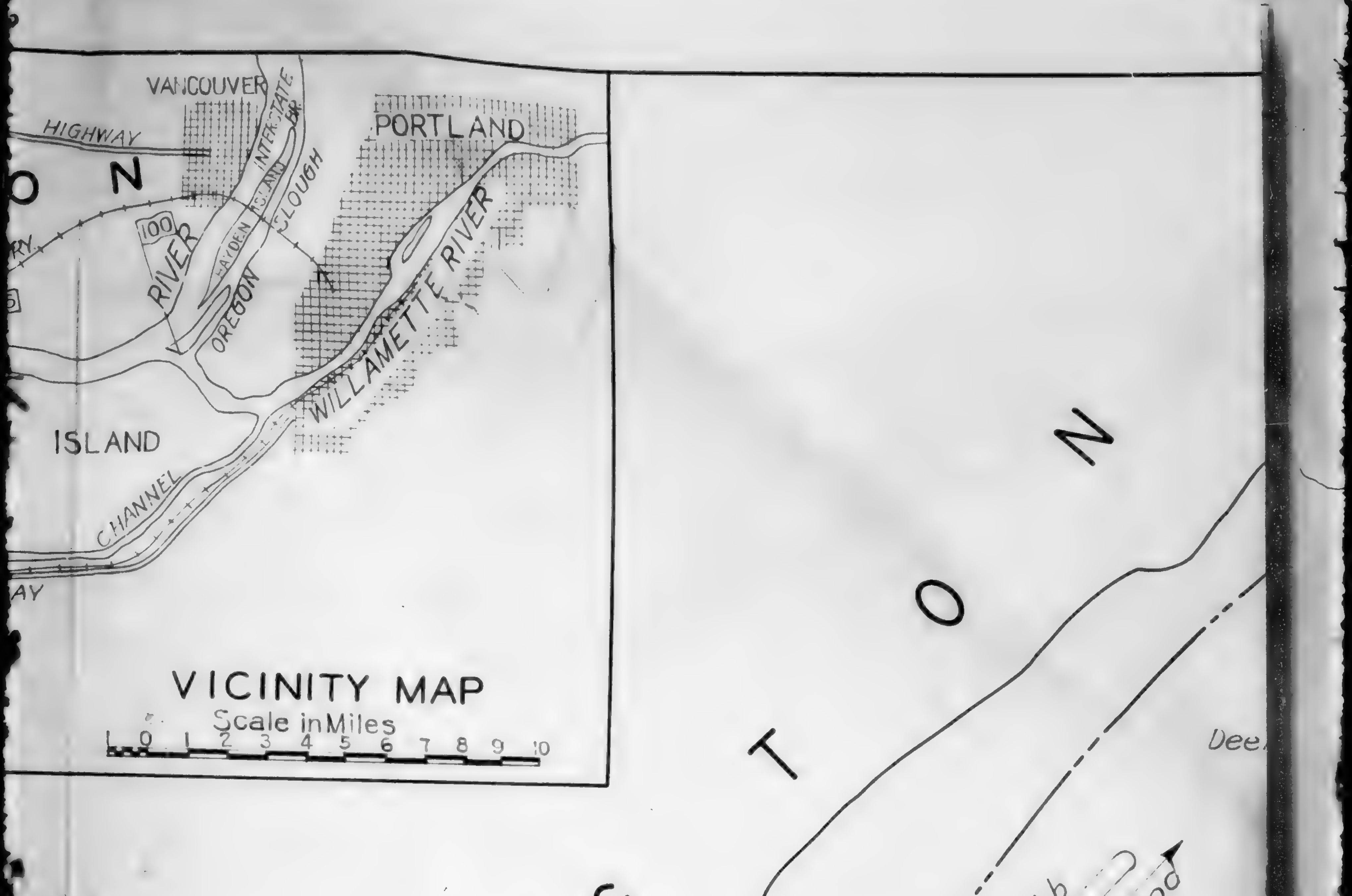
RAH:ma
cc Leonard I. Lindas

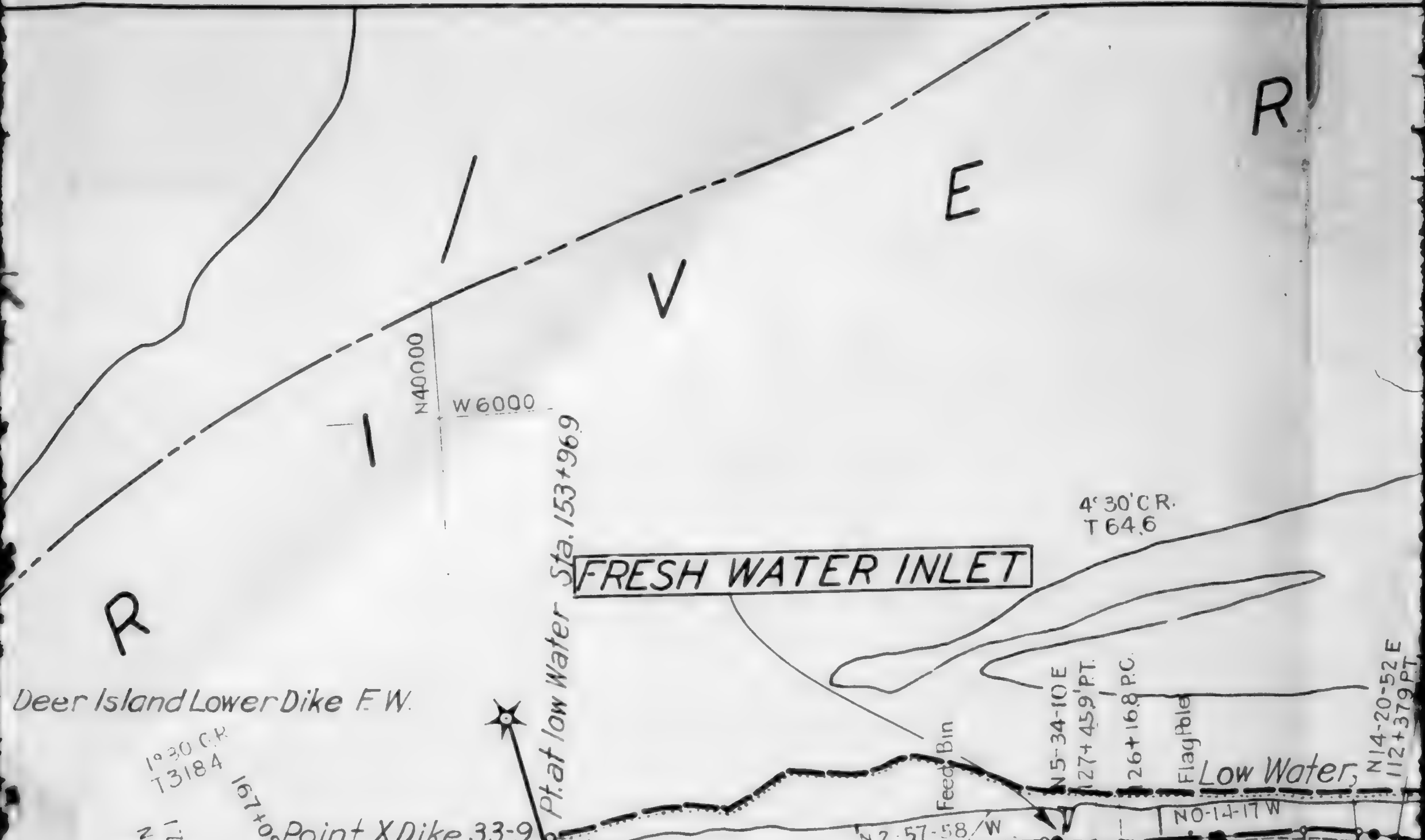
# WAR DEPARTMENT

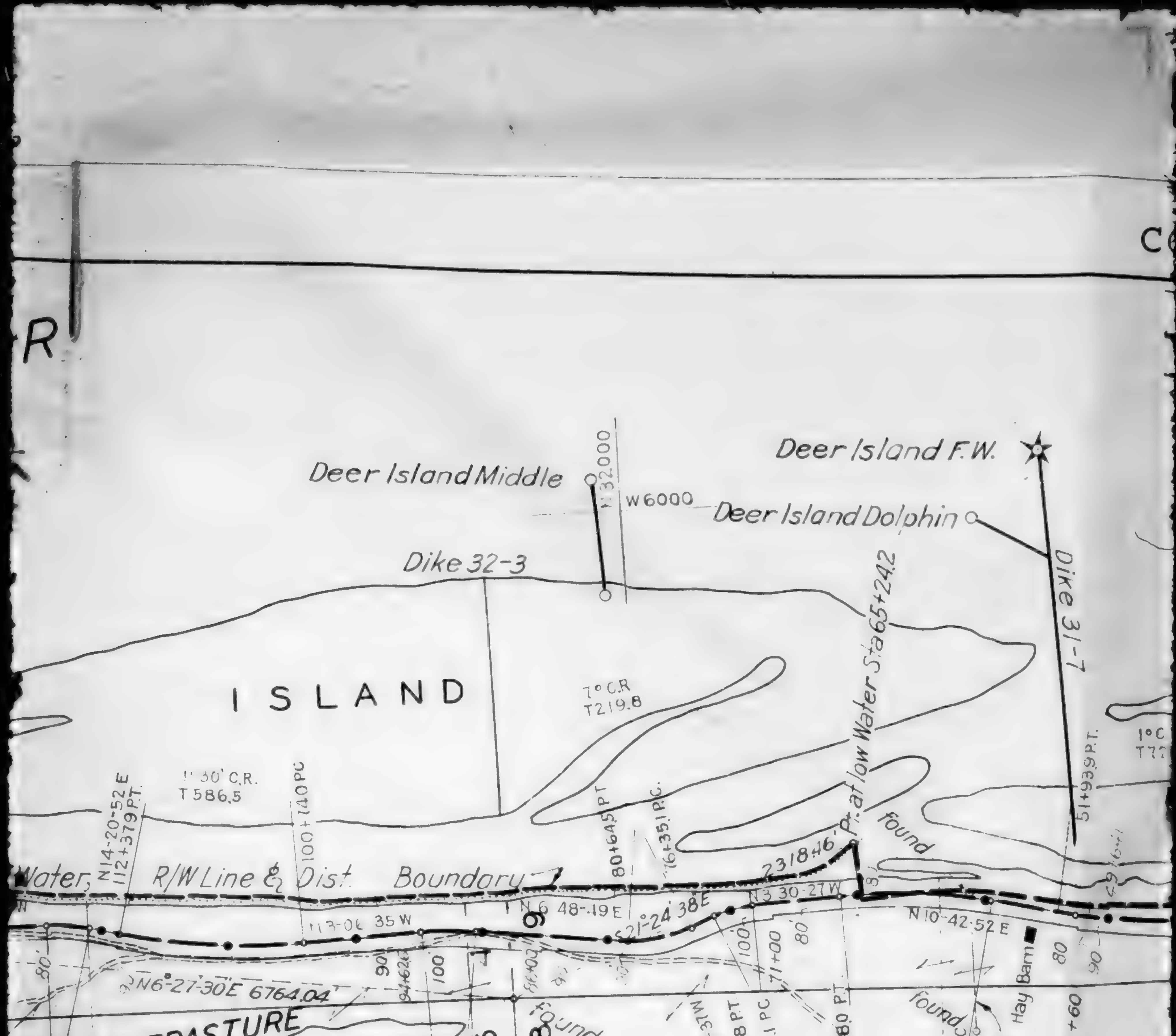

TRUE NORTH
OCEON BEACH HIGHWAY
VANCOUV
WASHINGTON
OREGON
Lewis River
Lake River
Bachelor Island
Burke Slough
Martin Island
Ebb
Flood
N.P. RY.
COLUMBIA
COLUMBIA RIVER
SAUVIE ISLAND
MULTNOMAH CHANNEL
RIVER
DEER ISLAND
Kalama
Columbia City
St. Helens
S.P.&S. RY.
HIGHWAY
To Astoria
U.S.C.&G.S. B.M. "K30"
70
75
80
85
90
95
100
VIC
0 1 2
PROPOSED IMPROVEMENT



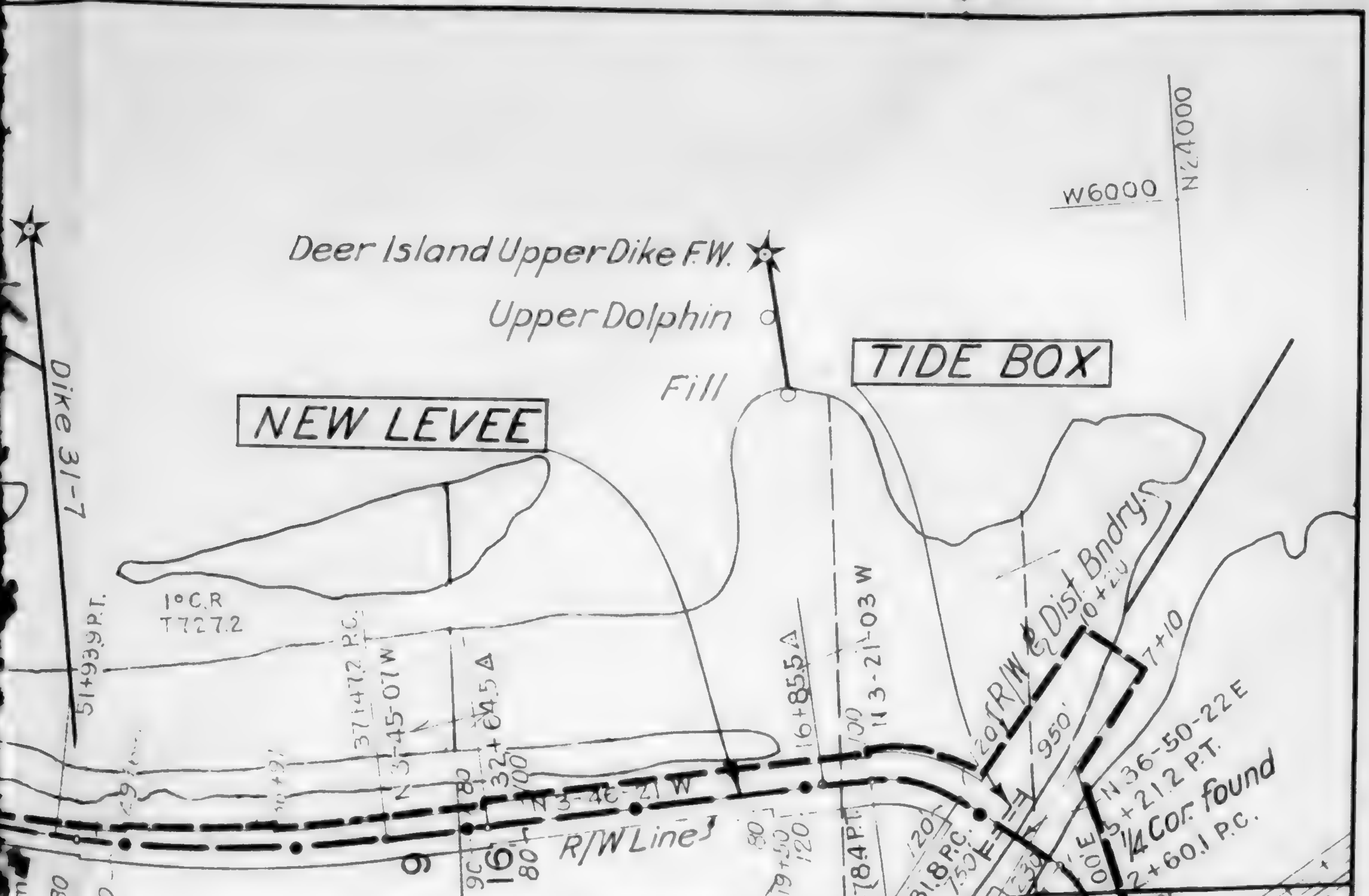
TYPICAL TIDE GRAPH
For 24 hr. period at low water stage

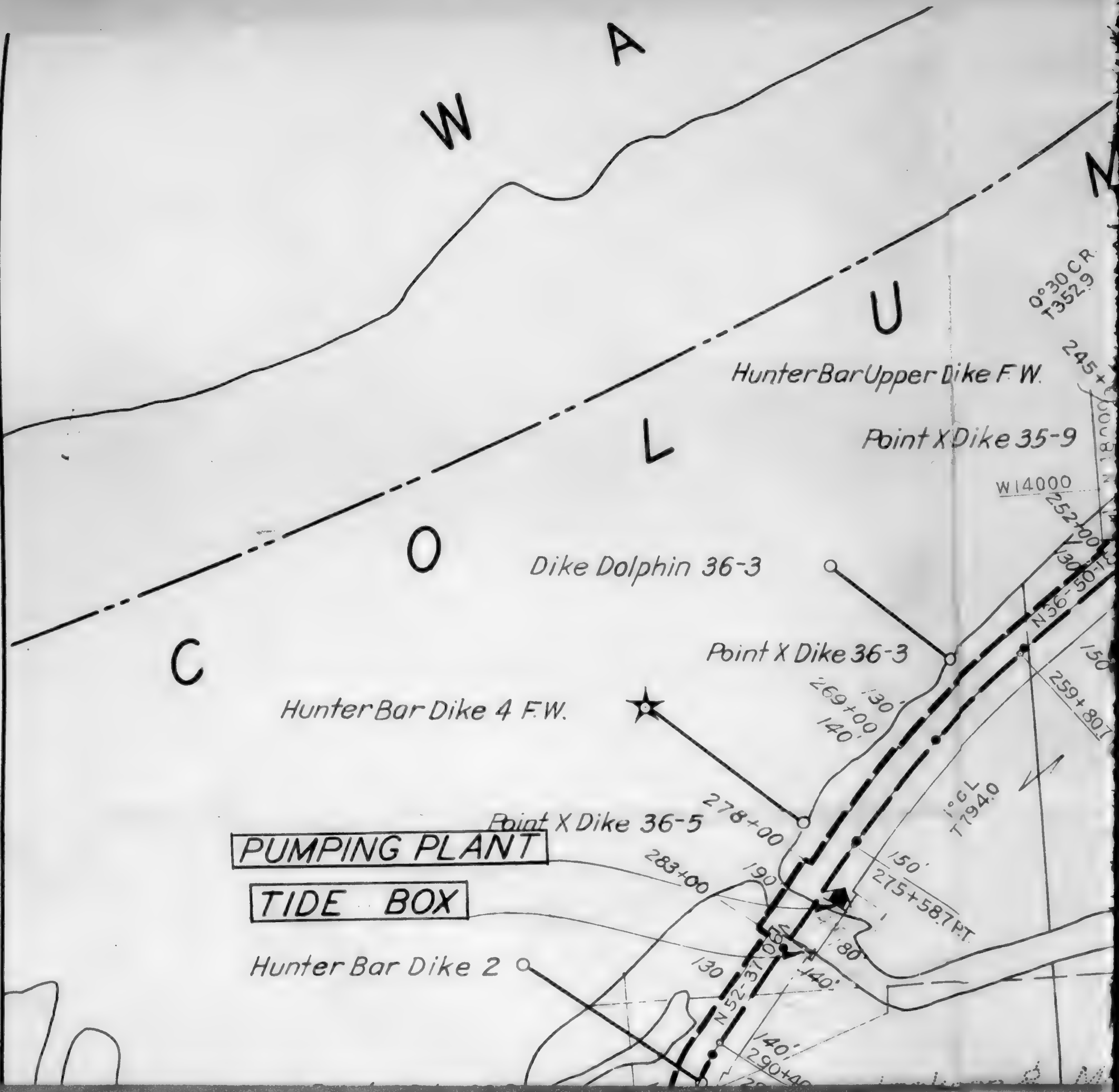

VANCOUVER
HIGHWAY
PORTLAND
INTERSTATE BR.
HAYDEN ISLAND
OREGON SLOUGH
RIVER
100
WILLAMETTE RIVER
ISLAND
CHANNEL
VICINITY MAP
Scale in Miles
0 1 2 3 4 5 6 7 8 9 10
WASHINGTON
Ebb
Flood
NEW LEVEE
1°30 CR
T 257.7
EQUATION
N 48-05-11 W
199+92.4 PC
205+07.0 PT= Bk.
198+53.7 PT= Ah.
201+0
197+95.9 PT.
FRESH WATER INLET

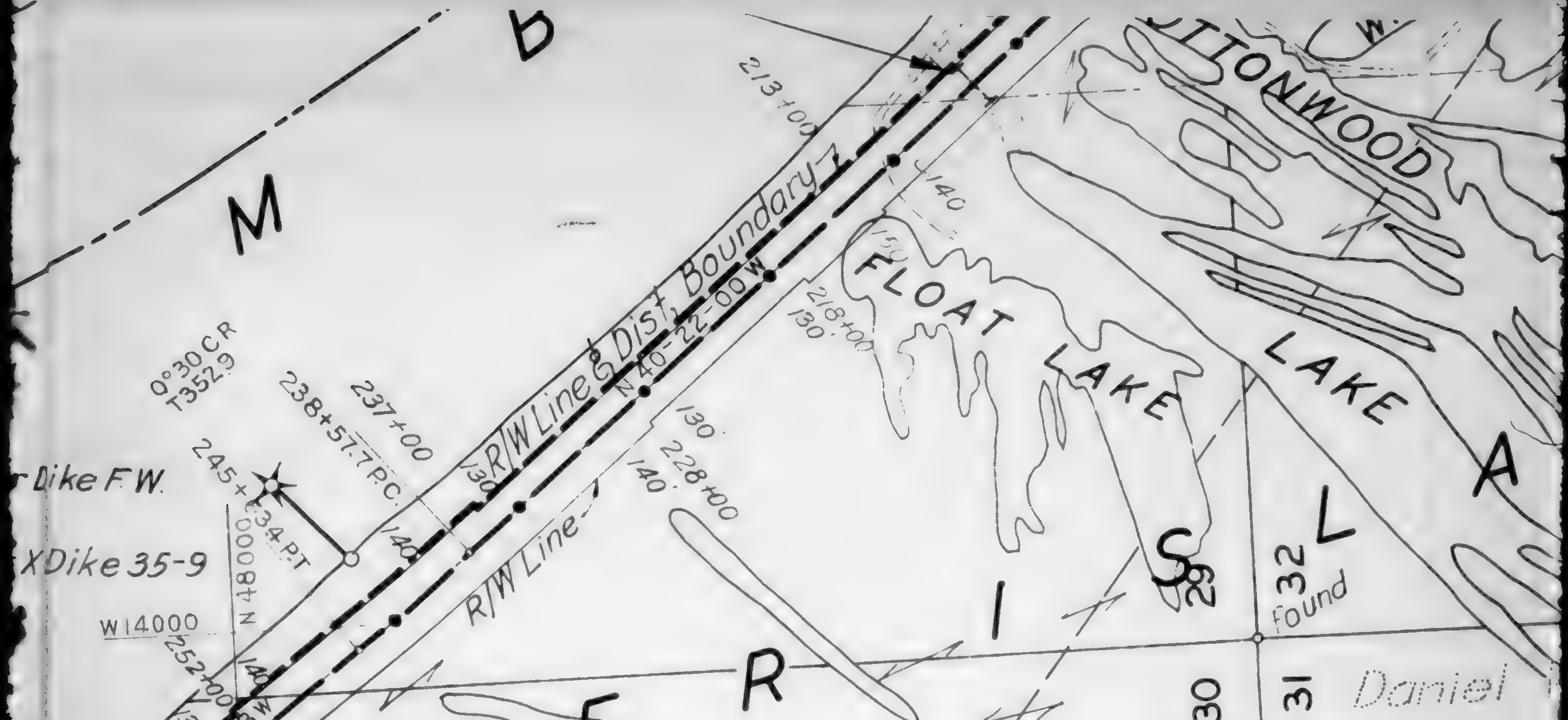

R I V E R
N40000
W6000
Sta. 153+96.9
Pt. at low Water
FRESH WATER INLET
4°30' C.R.
T64.6
Deer Island Lower Dike F.W.
1°30' C.R.
T318.4
167+09.1 P.C.
173+44.6 P.T.
N13-15-38 W
Point X Dike 33-9
N22-48-30 W
LEVEE
Feed Bin
N5-34-10 E
127+45.9' P.T.
126+16.8 P.C.
Flag Pole
Low Water
N14-20-52 E
112+37.9 P.T.
N2-57-58 W
N0-14-17 W
33
32
4
5
139+76.3 P.C.
131+92.3 P.T.
130+02.6 P.C.
Shed
Barn
Gr.
Ho.
Ho.
Shed
Club Ho.
Smiths House
121+00
Gar.
HORS
1° C.L.
T1002.2
159+31.1 P.T.
156+00
110
140
174+75.3 P.C.
1°30' C.L.
T1197.4
G
O
R
E
O
4°30' C.L.
T95.0
117+00.2 P.T.
117+14.6 P.T.
114+32.4 P.C.
Joseph
5° C.L.
T141.8
EQUATION
LAKE
LAKE
RESTING LAKE
UDGEON

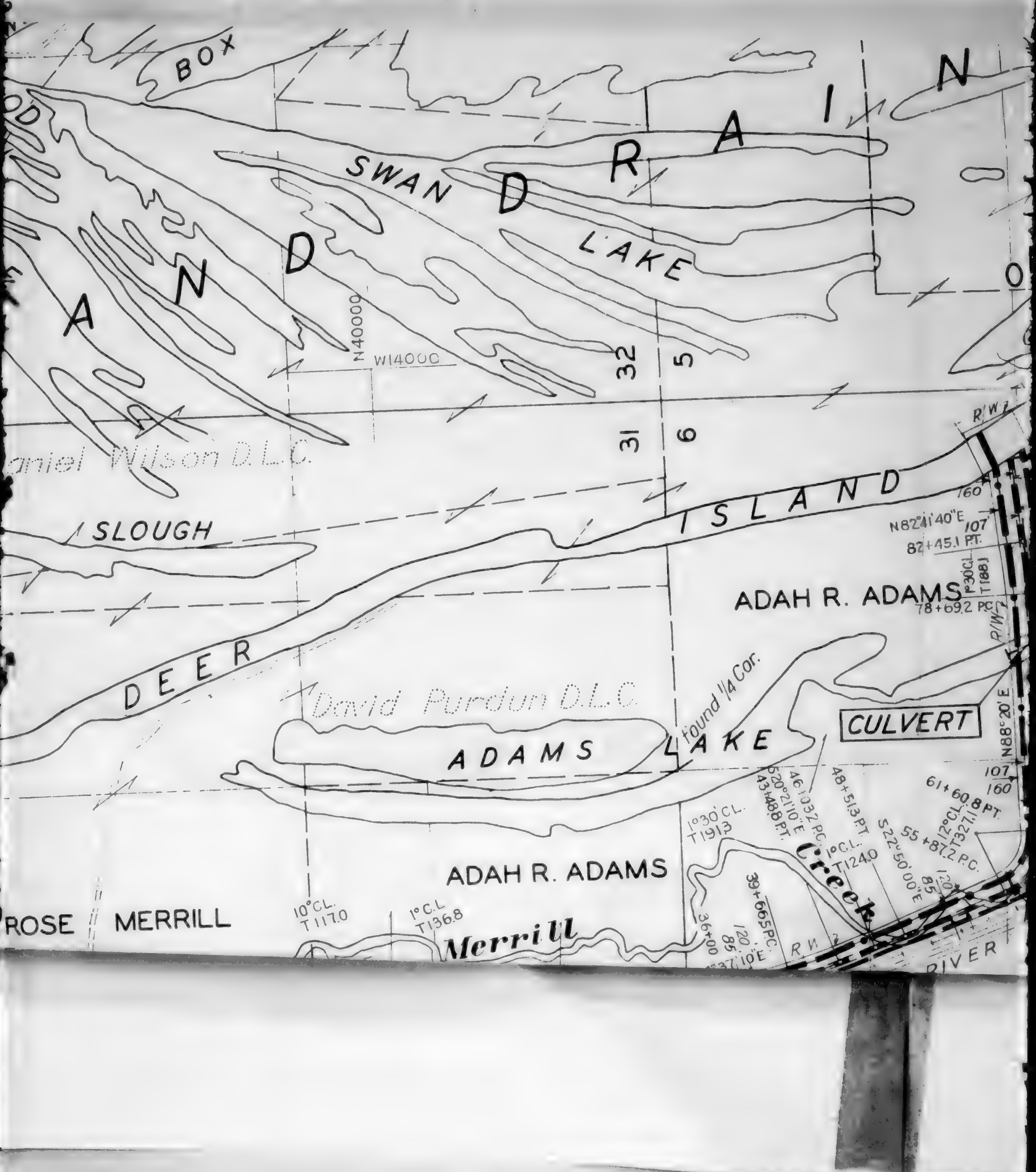

R
C
Deer Island Middle
N 32000
W 6000
Deer Island F.W.
Deer Island Dolphin
Dike 32-3
Dike 31-7
ISLAND
7° C.R.
T 219.8
1° 30' C.R.
T 586.5
1° C.
T 77
Pt. at low Water Sta 65+24.2
found
N 14-20-52 E
112+37.9 P.T.
100+14.0 P.C.
80+64.5 P.T.
76+35.1 P.C.
51+93.9 P.T.
Water, R/W Line & Dist. Boundary
231846
N 6 48-49 E
S 21°-24 38 E
N 3 30-27 W
N 10-42-52 E
N 13-06 35 W
6
80
90
94+62.6
100
100
71+00
80
80
90
N 6°-27-30 E 6764.04
HORSEPASTURE
LAKE
found
5
8
found
N 3 14-37 W
74+77.8 P.T.
72+31.1 P.C.
66+88.0 P.T.
51+39.9 P.C.
Hay Barn
51+60
Portition Line
O
N
George Merrill
D.L.C.
8° C.L.
T 124.6
1° 30' C.L.
T 476.5
117+60.2 P.T.
117+14.6 P.T.
114+32.4 P.C.
93+33.1 P.T.
90+02.3 P.C.
3° C.R.
T 165.8
Joseph Merrill D.L.C.
EQUATION
5° C.L.
T 141.8
T
R
S
I
D
E
G
A
LAKE
Merrill D.L.C.
MUCKLE LAKE
ALFR
found

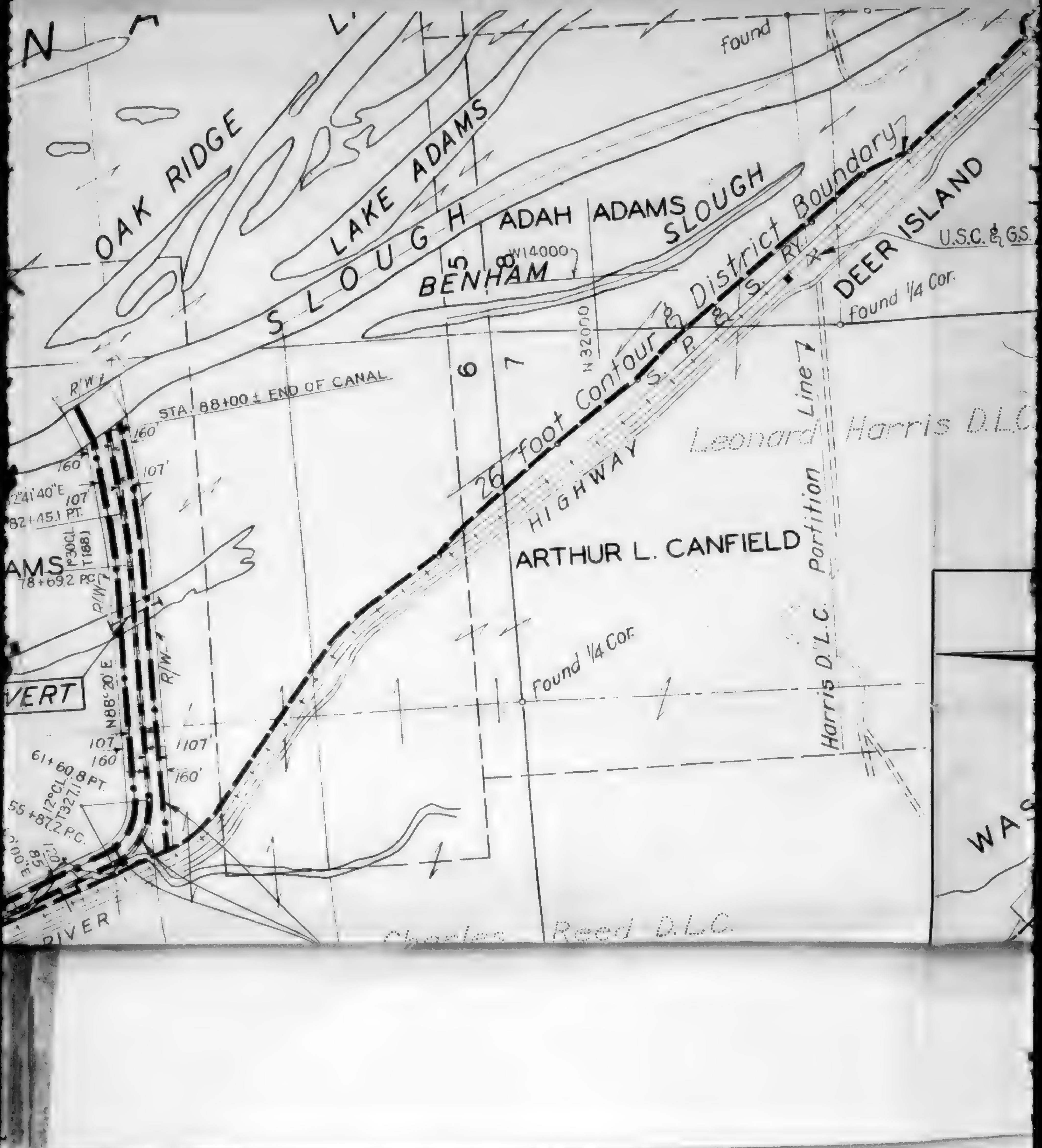
# CORPS OF ENGINEERS U.S. ARMY

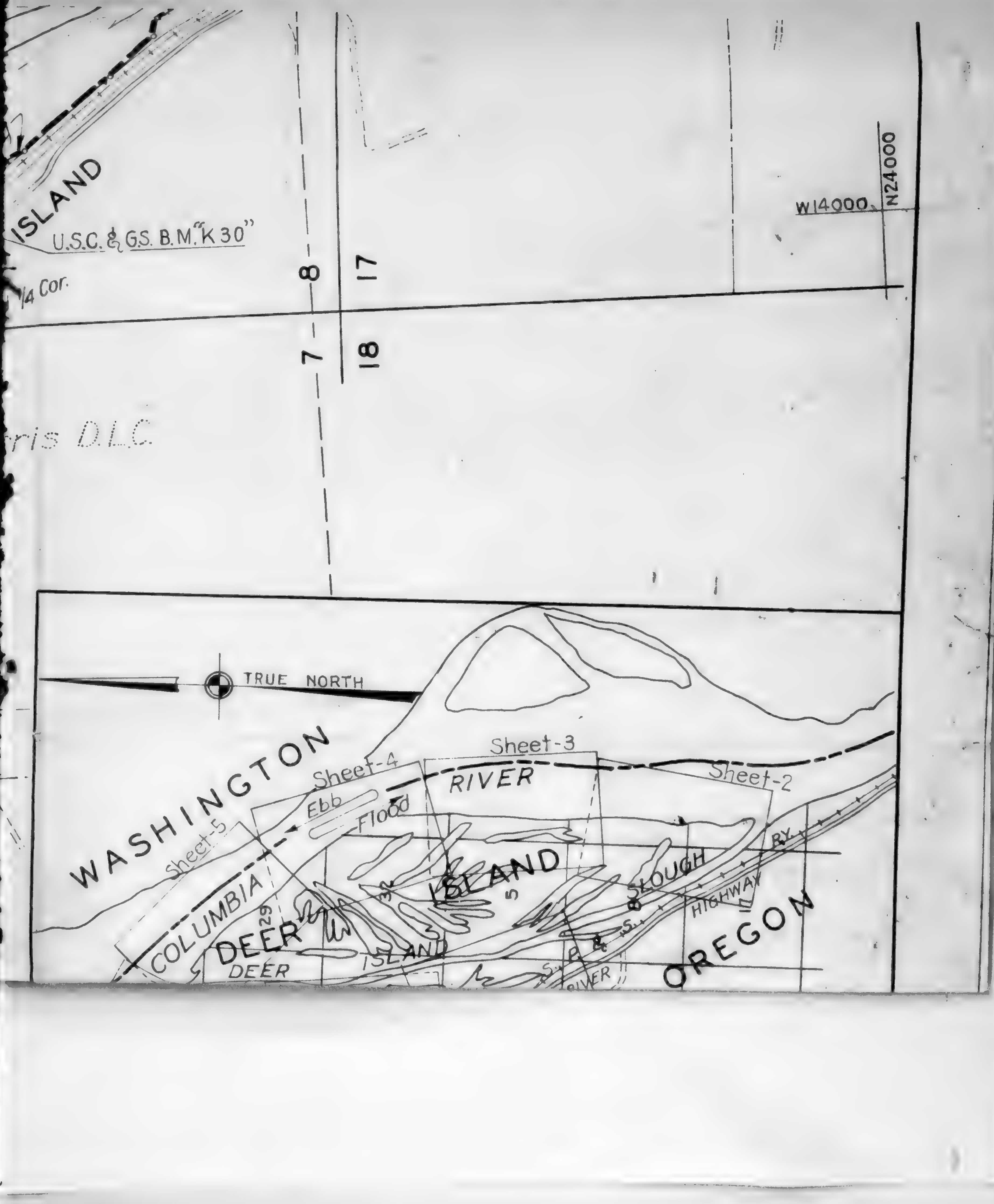

W6000
N24000
Deer Island Upper Dike F.W.
Upper Dolphin
Fill
TIDE BOX
NEW LEVEE
Dike 31-7
1°C.R
T727.2
51+93.9 P.T.
37+47.2 P.C.
N 3-45-07 W
32+64.5 Δ
16+85.5 Δ
N 3-21-03 W
N 3-46-21 W
R/W Line
R/W & Dist. Bndry.
10+20
7+10
950'
N 36-50-22 E
5+21.2 P.T.
1/4 Cor. found
2+60.1 P.C.
14+78.4 P.T.
10+31.8 P.C.
9°C.L.
T232.9
S 31°-04'-51" W
462.94
BEG. OF IMPROVEMENT
STA. 0+00
1.0+00
Chas. Caples
D.L.C.
D.L.C. Cor. found
D.L.C.
R I C T
9
16
8
17
Hay Barn
51+60
MUCKLE LAKE
ALFRED F. SMITH
B. K. KLIKS
R/W
R/W
1/4 Cor. found
found
RACE TRACK
COLUMBIA COUNTY
FAIR GROUNDS

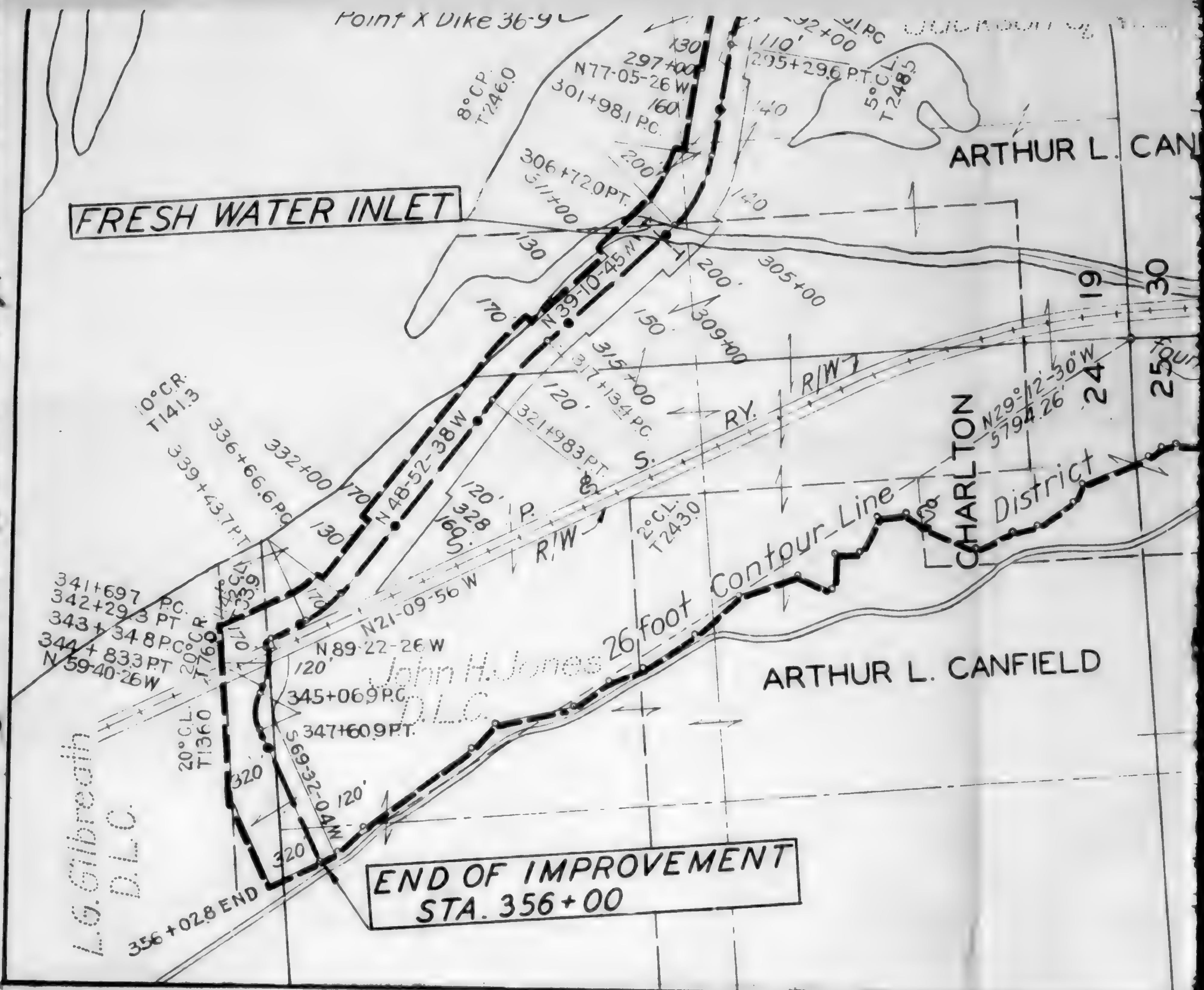

W
A
C
O
L
U
M
0°30 C.R.
T352.9
245+
HunterBarUpper Dike F.W.
Point X Dike 35-9
W14000
252+00
130
N36-50-
Dike Dolphin 36-3
Point X Dike 36-3
150
259+80.7
130'
269+00
140'
Hunter Bar Dike 4 F.W.
1°C.L.
T794.0
278+00
Point X Dike 36-5
PUMPING PLANT
283+00
190
150'
275+58.7 P.T.
TIDE BOX
80
130
N52-37
140'
Hunter Bar Dike 2
140'
290+40

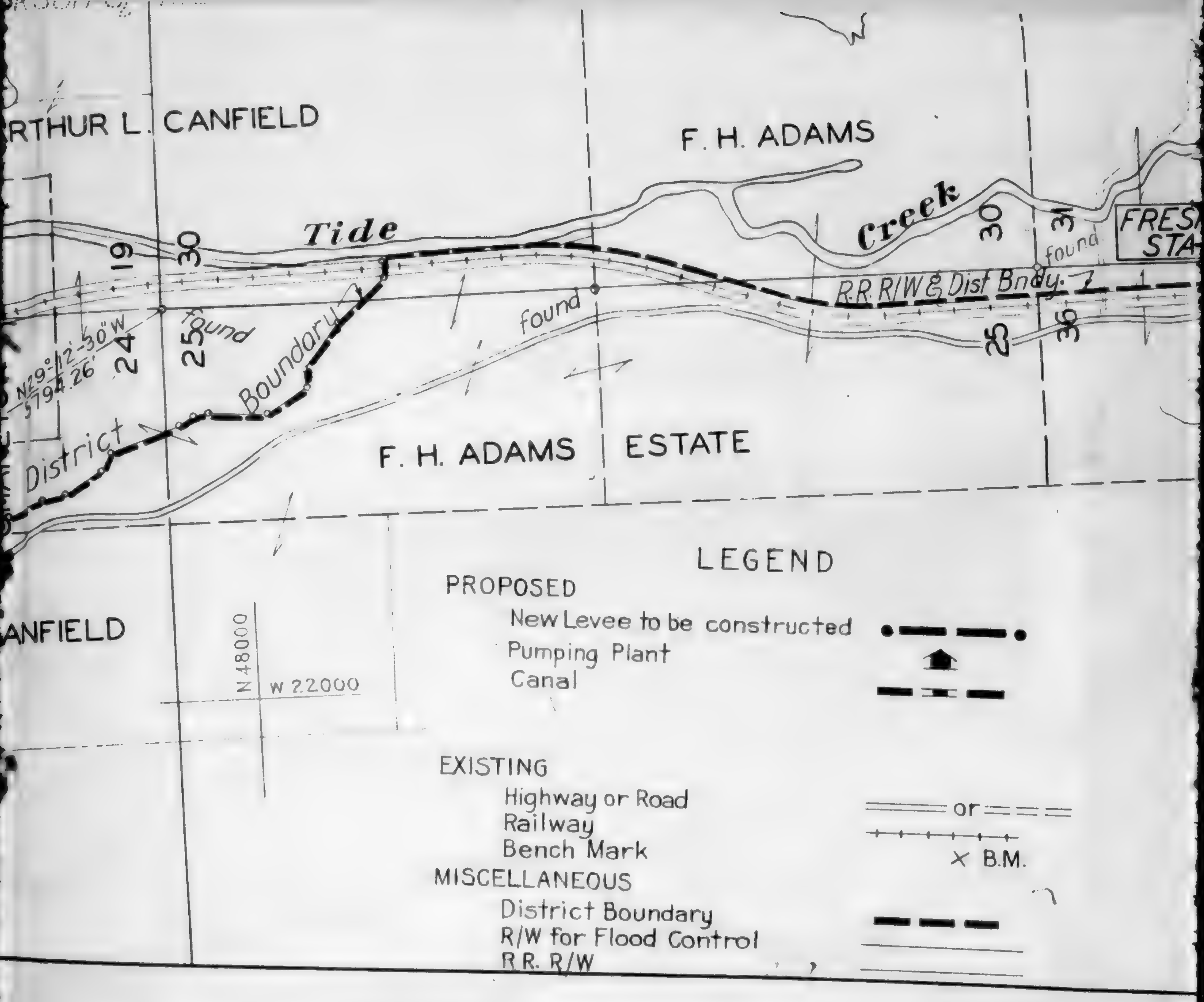

M
D
R/W Line & Dist. Boundary
N 40-22-00 W
R/W Line
213+00
140
218+00
130
0°30 C R
T 352.9
238+57.7 P.C.
237+00
245+134 P.T.
Dike F.W.
X Dike 35-9
W 14000
N 48000
252+00
N 36-50-18 W
130
140
228+00
259+807 P.C.
150
1°0 L
T 794.0
P.T.
COTTONWOOD
W.
FLOAT LAKE
LAKE
A
L
S
I
R
E
E
D
29
32
found
30
31
Daniel
DAVES
ALFRED F. SMITH
found
James & Elisabeth Hunter D.L.C.
Mariette Pencher D.L.C.
ROSE


BOX
OD
SWAN
LAKE
D R A I N
A N D
O
N40000
W14000
32
5
31
6
aniel Wilson D.L.C.
SLOUGH
ISLAND
DEER
N82°41'40"E
107
160
82+45.1 P.T.
1°30'CL.
T188.1
78+69.2 P.C.
R/W
ADAH R. ADAMS
David Purdun D.L.C.
found 1/4 Cor.
ADAMS
LAKE
CULVERT
N88°20'E
107
160
61+60.8 P.T.
12°CL.
T327.1
55+87.2 P.C.
S22°50'00"E
85
120
48+51.3 P.T.
46+03.2 P.C.
S20°21'10"E
43+48.8 P.T.
1°CL.
T124.0
1°30'CL.
T191.3
Creek
39+66.5 P.C.
120
85
37'10"E
36+00
R/W
RIVER
ADAH R. ADAMS
ROSE
MERRILL
10°CL.
T117.0
1°CL.
T136.8
Merrill

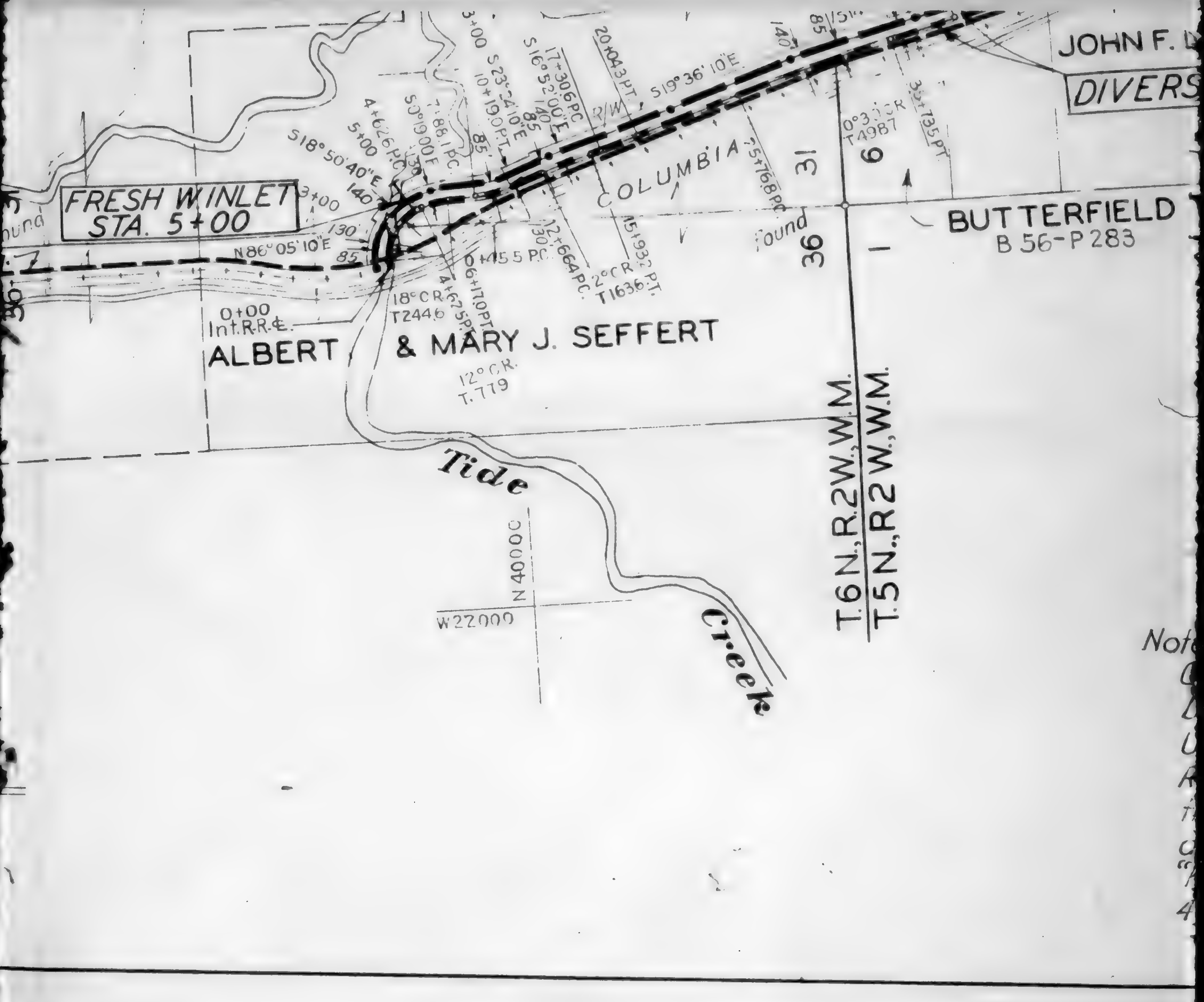

N
L
OAK RIDGE
LAKE ADAMS
SLOUGH
ADAH ADAMS
SLOUGH
Found
W14000
5
8
BENHAM
N32000
6
7
U.S.C. & G.S.
DEER ISLAND
Found 1/4 Cor.
26 foot Contour & District Boundary
S. P. & S. RY.
HIGHWAY
R/W
STA. 88+00± END OF CANAL
160'
160
107'
107'
2°41'40"E
82+45.1 PT.
1°30'CL
T188.1
AMS
78+69.2 PC
R/W
R/W
VERT
N88°20'E
107
160
107'
160'
61+60.8 PT.
12°CL
T327.1
55+87.2 P.C.
00'E
85
RIVER
ARTHUR L. CANFIELD
Leonard Harris D.L.C.
Partition Line
Harris D.L.C.
Found 1/4 Cor.
Charles Reed D.L.C.
WAS

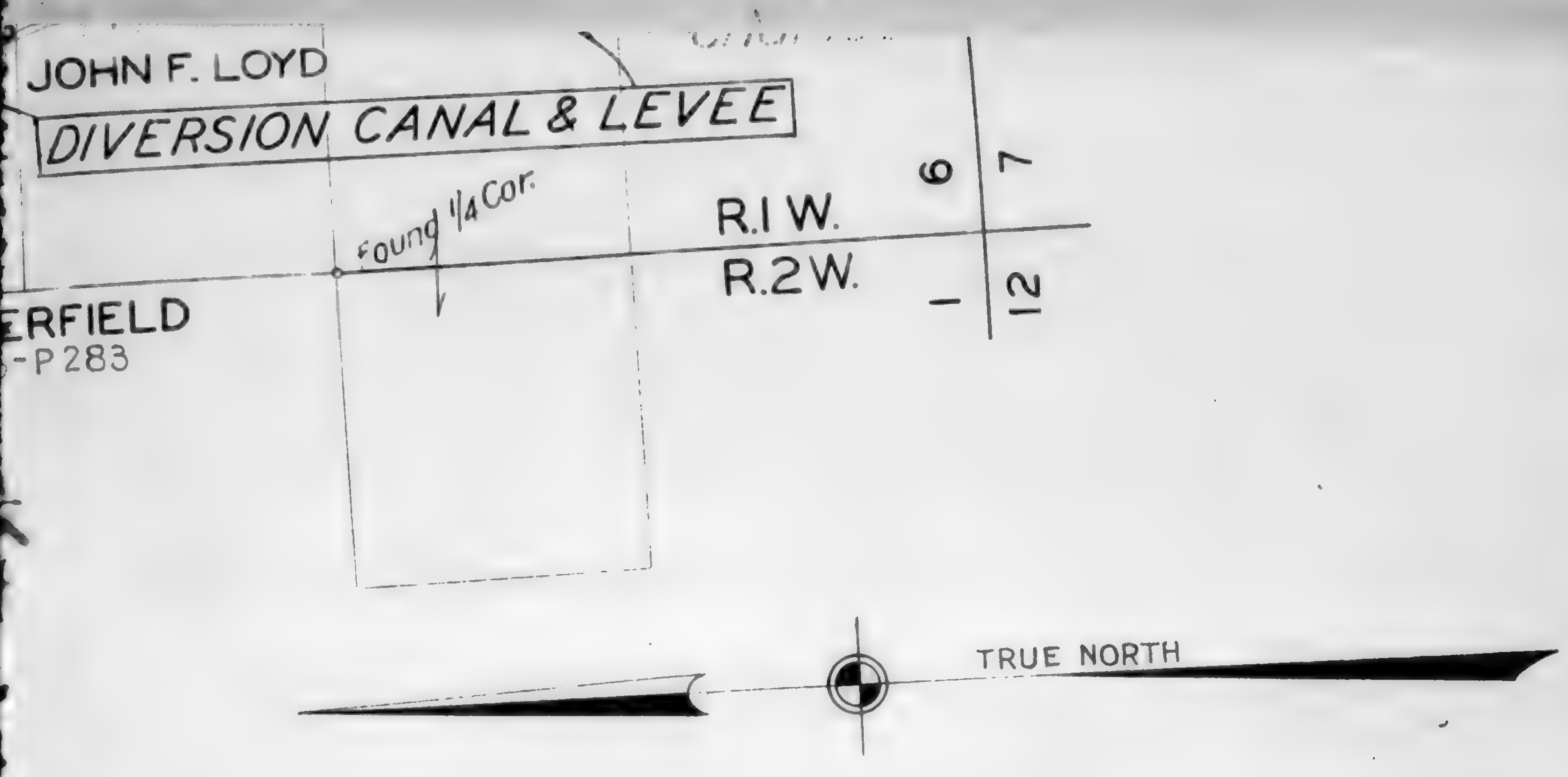

ISLAND
U.S.C.&G.S. B.M."K 30"
1/4 Cor.
8
17
7
18
W14000
N24000
ris D.L.C.
TRUE NORTH
WASHINGTON
Sheet-5
Sheet-4
Sheet-3
Sheet-2
Ebb
Flood
RIVER
COLUMBIA
DEER
ISLAND
DEER ISLAND
SLOUGH
RY.
HIGHWAY
S.P.&S.
RIVER
OREGON
29
32
5

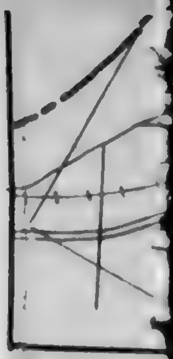

Point X Dike 36-9
292+00
PC
110'
295+29.6 PT.
X30
297+00
N77-05-26 W
301+98.1 P.C.
160
140
5° C.L.
T 248.5
8° C.P.
T 246.0
200'
306+72.0 PT.
311+00
ARTHUR L. CAN
FRESH WATER INLET
130
140
200'
305+00
19
30
170
N 39-10-45 W
150
309+00
315+00
317+134 P.C.
120'
R/W
RY.
321+983 PT.
S.
&
P.
R/W
N29°12-30" W
5794.26
24
25
CHARLTON
District
26 foot Contour Line
10° C.R.
T 141.3
336+66.6 P.C.
332+00
170
N 48-52-38 W
120'
328
160
S.
339+43.7 PT.
130
5° C.L.
T 339
170
341+697 P.C.
342+29.3 PT
343+34.8 P.C.
344+833 PT
N 59-40-26 W
20° C.R.
T 76.0
170
N21-09-56 W
N 89-22-26 W
120'
John H. Jones
D.L.C.
345+069 P.C.
347+60.9 PT.
ARTHUR L. CANFIELD
20° C.L.
T 136.0
L.G. Gilbreath
D.L.C.
320
S 69-32-04 W
120'
320
356+028 END
END OF IMPROVEMENT
STA. 356+00



RTHUR L. CANFIELD
F. H. ADAMS
Tide
Creek
FRES
STA
found
R.R. R/W & Dist Bndy.
19
30
24
25
30
31
25
36
found
found
N 29°-12'-30" W
5794.26'
District
Boundary
F. H. ADAMS
ESTATE
ANFIELD
N 48000
W 22000
LEGEND
PROPOSED
New Levee to be constructed
Pumping Plant
Canal
EXISTING
Highway or Road
or
Railway
Bench Mark
× B.M.
MISCELLANEOUS
District Boundary
R/W for Flood Control
R.R. R/W


JOHN F. D
DIVERS
FRESH W INLET
STA. 5+00
ALBERT & MARY J. SEFFERT
BUTTERFIELD
B 56-P 283
COLUMBIA
Tide Creek
T.6N., R.2W., W.M.
T.5N., R.2W., W.M.
31
6
36
1
Found
Found
N 86°05'10"E
S18°50'40"E
S0°19'00"E
S23°24'10"E
S16°52'00"E
S19°36'10"E
0+00
Int. R.R. ℄
18° C.R.
T 244.6
12° C.R.
T 779
2° C.R.
T 1636
0°3 C.R.
T 4987
4+626 PC
7+88.1 PC
10+19.0 PT
12+66.4 PC
17+30.6 PC
20+04.3 PT
25+76.8 PC
15+93.2 PT
39+73.5 PT
6+17.0 PT
4+67.5 PT
0+45.5 PC
5+00
3+00
R/W
85
130
140
N 40000
W 22000
Note


JOHN F. LOYD
DIVERSION CANAL & LEVEE
Found 1/4 Cor.
R.1 W.
R.2 W.
6
7
1
12
ERFIELD
-P283
TRUE NORTH



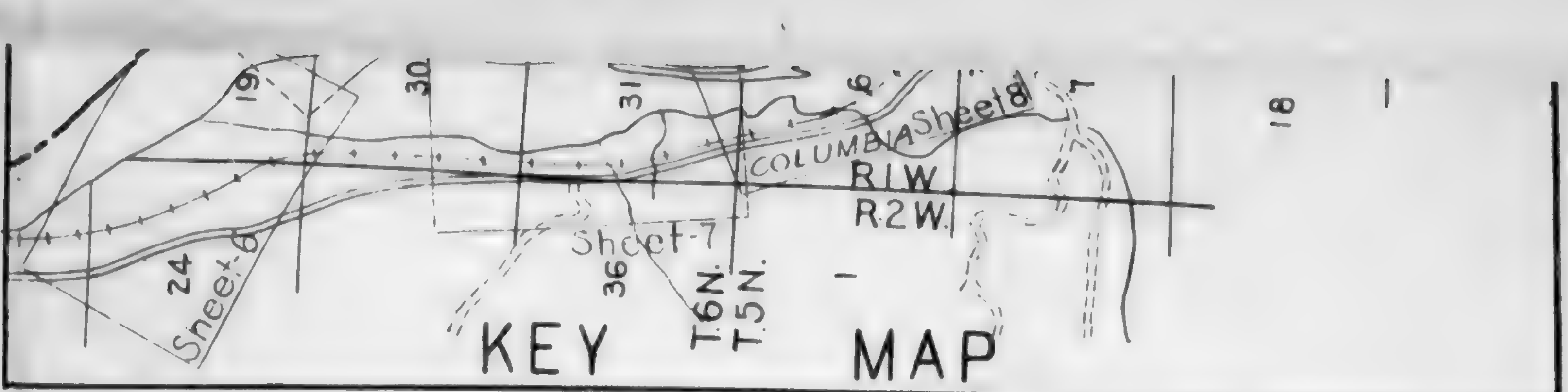
Note:
This
of th
in De
Ore

Note:

Origin of Coordinates is Warrior Base, Station H 26 z.
Datum is Mean Sea Level.
U.S.C.& G.S. B.M. "K 30" At Deer Island, 260' South of the S.P.&S. Ry. Sta., 130' East of the Columbia River Highway, opposite the first road crossing South of the Sta., 50' West of the track & directly behind J. Graittens Woodshed, a std. Disk stamped "K 30, 1920" in top of concrete Post, Elev. 14.767 meters or 48.448 feet M.S.L.

U.
DRAWN
E.W.F
TRACE
E.W.F
CHECKE

F.C. 704-23-1



## KEY MAP

*Note:*
*This is one of the drawings referred to in paragraph 1-03 of the specifications dated 1940 for improvements in Deer Island Drainage District, Columbia County, Oregon.*

## GENERAL MAP

# COLUMBIA RIVER & TRBUTARIES

## WASHINGTON & OREGON

# DEER ISLAND DRAINAGE DISTRICT

## COLUMBIA COUNTY OREGON

# PROPOSED IMPROVEMENTS - FLOOD CONTROL

IN SHEETS
SCALE: IN FEET
800 0 800 1600 2400 3200
SHEET NO.

U.S. ENGINEER OFFICE, PORTLAND OREGON DISTRICT

DRAWN: E.W.F.
TRACED: E.W.F.
CHECKED: U.E.J.

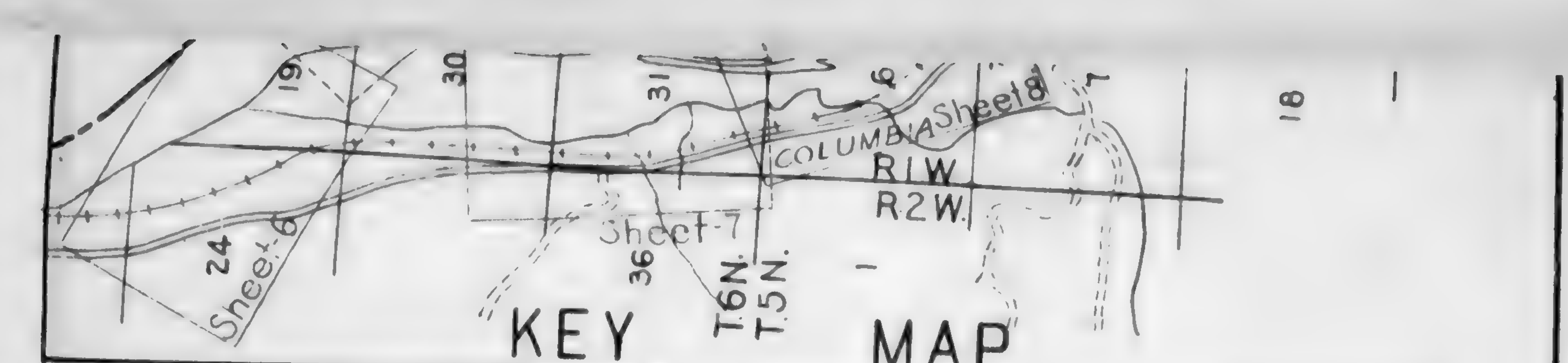
DESIGNED: E. K. McKenzie
ENGINEER

SUBMITTED: W. F. Cummins Jr.
ENGINEER

RECOMMENDED: P. Berry
CAPTAIN, CORPS OF ENGINEERS

APPROVED: MARCH 25, 1940
C. R. Moore
MAJOR, CORPS OF ENGINEERS, DISTRICT ENGR.

CLW-79-3/1



KEY MAP

*Note:*
*This is one of the drawings referred to in paragraph 1-03 of the specifications dated .......... 1940 for improvements in Deer Island Drainage District, Columbia County, Oregon.*

## GENERAL MAP

COLUMBIA RIVER & TRBUTARIES
WASHINGTON & OREGON
DEER ISLAND DRAINAGE DISTRICT
COLUMBIA COUNTY OREGON
PROPOSED IMPROVEMENTS - FLOOD CONTROL
IN SHEETS
SCALE: IN FEET
800 0 800 1600 2400 3200
SHEET NO.

U.S. ENGINEER OFFICE, PORTLAND OREGON DISTRICT

DRAWN: E.W.F.
TRACED: E.W.F.
CHECKED: H.E.J.

DESIGNED: E. K. McKenzie
ENGINEER

SUBMITTED: W. F. Cummins Jr.
ENGINEER

RECOMMENDED: P. Berry
CAPTAIN, CORPS OF ENGINEERS

APPROVED: MARCH 25, 1940
C. R. Moore
MAJOR, CORPS OF ENGINEERS, DISTRICT ENGR.

CLW-79-3/1

RECEIVED
OCT 30 1957
FOR FILING

October 28, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Goble-Tide Creek Section of the Columbia River Highway in Columbia County, Contract No. 5053, in connection with Federal Aid Project No. F-27(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED

FORM E-90X—80M—11-55—90225

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 21, 1957

SUBJECT: Goble-Tide Creek Section
Columbia River Highway
Contract No. 5053
R/W File 26407

To: Mr. Leonard I. Lindas
Chief Counsel
Office

In accordance with your letter of October 9th Mr. A. V. Benedict, Assistant Division Engineer, contacted Mr. Russell W. Sewall of the Deer Island Drainage District.

Mr. Sewall advises that since writing his letter to you he has found that Oregon Statutes, Paragraph 3, 547.455 provides that the State will continue assessment on lands purchased within a district. If this is correct the district has no further problem. Contact was also made with the Corps of Engineers who have advised that a permit is required for crossing the dike. Detailed plans are now being made up for submission to the Army Engineers so that we may make an application for a permit.

NOTED
G. S. PAXSON

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

cc G. S. Paxson ✓

RECEIVED
OCT 22 1957
OFFICE OF
STATE HIGHWAY ENGINEER

10-14-57

No Contract

RECEIVED
JAN 3 10-58
FOR FILING

| | | |
|---|---|---|
| Monthly Transaction No. | For -2<br>(5- -57)<br>U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | te<br>**Oregon** |
| | | County<br>**Columbia** |
| Project Report No.<br>5053 | FEDERAL-AID PROJECT AGREEMENT | Project No.<br>**F-27(6)** |

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **Approx. one mile northwest of Goble and approx. 4 miles south of Goble (U.S. 30).**

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | | |
| Rights-of-Way | 5/22/57 | |
| Construction | | |
| Other *(Specify)* | | |

FUNDS

| | |
|---|---|
| Estimated total cost of project<br>$ 92,200.00 | Federal funds<br>$ 57,000.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY COMMISSION**
(Official name of Highway Department)

By Chas H Reynolds
**Chairman, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
Division Engineer

Date executed by Division Engineer October 14, 1957

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11169

# PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Goble - Tide Creek Section
Columbia River Highway
Columbia County

NATURE OF WORK:

Rights of Way Purchase

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

None

DATE OF COMPLETION:

REMARKS:

Oregon State Highway Department

Federal Aid
Project No. F-27(6)

## GOBLE-TIDE CREEK SECTION OF THE COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Estimate as a basis for project agreement. Based on estimated cost of Rights of Way, etc.)

Salem, Oregon, August 1, 1957

Type Code R.O.W.
Right of Way (Sta. 73+59 to Sta. 367+97+10)

| | | |
|---|---|---|
| Rights of Way, Etc. | All Required | $87,840.00 |
| | Subtotal | $87,840.00 |
| | Acquisition Expense | 4,360.00 |
| | Total | $92,200.00 |

Length of Project 5.585 Miles

| | |
|---|---|
| Federal Funds............................................. | $57,000.00 |
| State Funds............................................... | 35,200.00 |
| | $92,200.00 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

## GOBLE-TIDE CREEK SECTION

## PROJECT NO. F-27(6)

Estimated costs of rights of way areas to be acquired and other right of way expenses.

| Highway Right of Way File No. | Area in Acres | Cost |
|---|---|---|
| 10834 | 0.82 | $ 80.00 |
| 10835 | 0.28 | 19,266.00 |
| 10836 | 4.77 | 229.00 |
| 10837 | 0.14 | 199.00 |
| 26476 | 0.23 | 8,604.00 |
| 21836 | 2.25 | 75.00 |
| 26396 | 1.80 | 79.00 |
| 26397 | 3.71 | 169.00 |
| 26398 | 0.47 | 10,145.00 |
| 26399 | 0.13 | 150.00 |
| 26400 | 0.46 | 50.00 |
| 26401 | 0.07 | 120.00 |
| 26402 | 0.14 | 19,176.00 |
| 26403 | 1.00 | 60.00 |
| 26404 | 1.70 | 102.00 |
| 26405 | 13.40 | 4,962.00 |
| 26406 | 2.00 | 180.00 |
| 26407 | 22.80 | 5,880.00 |
| 26408 | 20.50 | 4,536.00 |
| 26409 | 6.80 | 1,027.00 |
| 26410 | 5.82 | 12,691.00 |
| 26429 | 0.41 | 60.00 |
| | Subtotal | $87,840.00 |
| | Acquisition Expense | 4,360.00 |
| | Total | $92,200.00 |

RECEIVED
SEP 27 1957
FOR FILING

September 20, 1957

Rogers Construction Co.
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on August 8, 1957 accepted your proposal for grading and paving the Goble-Tide Creek Section of the Columbia River Highway in Columbia County for the sum of $678,196.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5083.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Mr. R. G. Savage (SIAC)
Mr. S. H. Probert
Mr. Tom Edwards
Pacific Builder & Engineer, Inc.

fp

NOTED
J. Mc C.

RECEIVED
SEP 24 1957
FOR FILING
OREGON DISTRICT
08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

September 20, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-27(7), Goble-Tide Creek Section of the Columbia River Highway, we hereby concur as of this date in award of Contract No. 5053 to Rogers Construction Company of Portland, Oregon, low bidder in the amount of $678,196.00 at the August 8, 1957 bid opening.

Very truly yours

C. G. Polk
Division Engineer

By

A. F. Bester
A. F. Bester
Acting Division Engineer

RECEIVED
AUG 1[illegible] 1957
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

[illegible]

553

August 16, 1957

NOTED
W. C. WILLIAMS

Mr. A. A. Anderson
Post Office Box 335
St. Helens, Oregon

Dear Sir:

Reference is made to your recent letter inquiring as to our plan of operation in the vicinity of Goble.

On August 8 the contract was let for the construction of a new highway between Goble and Tide Creek. The low bidder for the project was Rogers Construction Company. Awarding of the contract will be made as soon as a few remaining right-of-way matters are settled. It is thought that this contractor will commence operations on some parts of the job this fall; however, his plan of operation has not been fully worked out or discussed with the Resident Engineer.

The Resident Engineer on the job is Mr. William E. Maltby who is presently located at Banks, but he plans to move to St. Helens in the near future to look after this job. I am asking Mr. Maltby by a copy of this letter, to contact you in the near future and discuss with you the effects our construction activities in the Goble area might have on your proposed construction of five houses adjacent to the highway.

By your reference to blasting, it is presumed that you refer to the big cut lying just northerly to Main Street. We do not know at the present time how much of the cut can be ripped and how much will need shooting. Mr. Maltby can advise you better regarding these matters after discussion with the contractor.

Very truly yours,

W. C. Williams
State Highway Engineer

By Forrest Cooper
Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. G. Skelton
Mr. William E. Maltby

RECEIVED
AUG 27 1957
FOR FILING

F-[illegible]

[illegible]

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
August 13, 1957

Agenda Items 5 d-2 and 5 d-3

Abandonment & Trhoughway Agreements
Columbia County
Goble-Tide Creek Section

Mr. C. G. Swenson
City & County Relations Dept.
Office

**Attention:** Robert H. Prange
Office Engr., City & County Relations

Attached hereto are two conformed copies of agreements with Columbia County, one an abandonment agreement and one a throughway agreement, covering the Goble-Tide Creek Section of the Columbia River Highway in Columbia County.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Columbia County.

Secretary

rn
Attach: 2

REFERRED TO [illegible]
BY SECRETARY

to file

FORM 230—80M—11-55—90224

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1957

**SUBJECT:** Assignment No. 244

**To:** Mr. G. S. Paxson
OFFICE

Attached are three copies of a throughway agreement covering the Goble-Tide Creek Section of the Columbia River Highway No. 2 in Columbia County. Two copies of the agreement have been signed by the proper county officials and, after having received your signature of approval, may be presented to the Highway Commission.

This completes the throughway agreement portion of Assignment No. 244.

Robert H Prange
Robert H. Prange
Office Engr., County & City Relations

RHP:mm
Att.

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date..........................

p

RECEIVED
AUG 27 1957
FOR FILING
[illegible]
[illegible]

Salem, Oregon
August 13, 1957

Agenda Items 5 d-2 and 5 d-3

Abandonment & Throughway Agreements
Columbia County
Goble-Tide Creek Section

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Robert H. Prange
Office Engr., City & County Relations

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One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Columbia County.

Secretary

rm
Attach: 2

REFERRED TO
[illegible]
BY SECRETARY

to file

FORM 230—50M—11-55—90224

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1957

**SUBJECT:** Assignment No. 244

**To:** Mr. G. S. Paxson
OFFICE

Attached are three copies of an abandonment agreement covering the Goble-Tide Creek Section of the Columbia River Highway No. 2 in Columbia County. Two copies of the agreement have been signed by the proper county officials, and after having received your signature of approval, may be presented to the Highway Commission.

This completes the abandonment agreement portion of Assignment No. 244.

Robert H. Prange
Robert H. Prange
Office Engr., County & City Relations

RHP:mm
Att.

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date

FORM E-123X 37½

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

RECEIVED
AUG 6 1957
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 5, 1957

Pacific Power and Light Company
Public Service Building
Portland 4, Oregon

Re: Pacific Power and Light Company
Power Line Adjustments
Goble-Tide Creek Section
Columbia River Highway
Columbia County

Gentlemen:

Bids will be received on the above titled project on August 8, 1957, and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction. The work to be done has been given to me as follows:

> A power line crossing the new highway near Station 221+20 must be raised and one pole moved. The existing facility is located on private property as a portion of a service line to a water pump.
>
> The moving of three guy poles between Stations 234 and 239, and a distribution line between Stations 275 and 305 is required. All these facilities are on highway right of way under the terms of Permit No. 328, dated May 22, 1929.

As to the work involving facilities which are located on public highway right of way, it will be your obligation to make the necessary adjustments without reimbursement. The Highway Commission will reimburse you for relocating your facilities which are located on private property, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. William E. Maltby, Resident Engineer, General Delivery, Banks, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Maltby.

Very truly yours,

RECEIVED
1957
NOTED
FORREST COOPER
ENGINEER

JWD:RN
J. W. DeSOUZA
Assistant Counsel

cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. A. G. Skelton, Mr. William E. Maltby & Mr. F. W. Farrar

FORM E-[illegible] 37½M 10-[illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
AUG 6 1957
FOR FILING

F-27(7)

August 5, 1957

Pacific Telephone and Telegraph Company
509 S.W. Oak Street
Portland 4, Oregon

Re: Pacific Telephone and Telegraph Co.
Telephone Line Adjustments
Goble-Tide Creek Section
Columbia River Highway
Columbia County

Gentlemen:

Bids on the above titled project will be received on August 8, 1957, and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction. The work to be done has been given to me as follows:

> Guy poles located on the southwesterly side of the existing road near Stations 83+90 and 87+80 must be moved. These poles are located on highway right of way, apparently without permit.
>
> A telephone service line crossing the highway near Station 106+50 must be removed. The one pole involved is located on private property.
>
> A line crossing the highway near Station 111+50 must be raised and one pole removed. The existing pole is on highway right of way under the terms of Permit No. 3859, dated April 16, 1952.
>
> A line crossing the highway near Station 221+20 must be raised. The existing line consists of contacts on power poles which are on private property by easement.

As to the work involving facilities which are located on public highway right of way, it will be your obligation to make the necessary adjustments without reimbursement. The Highway Commission will reimburse you for relocating your facilities which are located on private property, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration

NOTED
FORREST COOPER

under date of May 1, 1946, it is requested that you submit to Mr. William E. Maltby, Resident Engineer, General Delivery, Banks, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Maltby.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. A. G. Skelton
Mr. William E. Maltby
Mr. F. W. Farrar

RECEIVED
1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 27½M 10-

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
AUG 6 1957
FOR FILING

August 5, 1957

Portland General Electric Company
Electric Building
Portland 5, Oregon

Re: Portland General Electric Co.
Power Line Adjustment
Goble-Tide Creek Section
Columbia River Highway
Columbia County

Gentlemen:

Bids will be received on August 8, 1957, on the above titled project and it appears that certain of your facilities involving the moving of one pole of a service line which crosses the highway near Highway Engineer's Station 106 must be moved.

This pole is on highway right of way under the terms of Permit No. 3761, dated October 31, 1951, so that it will be your obligation to make the necessary adjustment without reimbursement. It is requested that you proceed with the work as promptly as possible.

Further details may be secured from Mr. William E. Maltby, General Delivery, Banks, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:MW
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. A. G. Skelton
Mr. William E. Maltby
Mr. P. W. Farrar

NOTED

RECEIVED
1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 2 1957
FOR FILING

August 1, 1957

Oregon State Highway Commission

Gentlemen:

In connection with the reconstruction of the Goble-Tide Creek Section of the Columbia River Highway in Columbia County, short sections of existing road will be replaced by the new alignment. Agreement has been reached with the Columbia County officials for them to take over as a county road the existing highway where the new alignment departs from the present. The agreement has been prepared and signed by the County Court. In order to complete this matter it will be necessary for the Commission to approve and sign the agreement. It is my recommendation that you so do.

The matter will be on the agenda for your consideration at the meeting August 8-9.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

FC:me

Paxom
cc Mr. Tom Edwards
Mr. C. G. Swenson

RECEIVED
AUG 2 1957
FOR FILING
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[illegible]

R

August 1, 1957

Oregon State Highway Commission

Gentlemen:

An agreement has been reached with Columbia County in connection with the Goble-Tide Creek reconstruction project, Columbia River Highway, wherein the County has approved the plans, approved vesting in the State title to portions of right of way of certain county public roads, and agreed that no county roads will be connected to this section of highway without first securing written approval of the State.

This is the usual agreement covering matters of this kind, and it is my recommendation that the Highway Commission approve the agreement.

This matter will be on the agenda for your consideration at the meeting on August 8-9.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

FC:mm

cc Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. Clarence Swenson

RECEIVED
[illegible] 1957
FOR FILING
F-27(7)
5053

R

Salem, Oregon
June 3, 1957

Goble-Tide Creek Section
Lower Columbia River Highway

Mr. Virgil O'Neil
Assistant Office Engineer
Building

It is requested that you add $6525 to the authorization for the subject job to cover 29 acres of seeding, mulching and refertilizing to control surface erosion. No interchanges are proposed.

It is anticipated that the work will be accomplished by state forces using mechanized seeding and mulching equipment under the supervision of the Landscape Engineer.

Forrest Cooper
Deputy State Highway Engineer

cc Mr. Tom Edwards
Mr. M. E. Astrup

R

RECEIVED
APR 2 - 1956
FOR FILING

LOCATION PROSPECTUS TIDE CREEK GOBLE UNIT, GOBLE-ST. HELENS SECTION, LOWER COLUMBIA RIVER HIGHWAY, COLUMBIA COUNTY.

The following prospectus is submitted in regard to the Tide Creek-Goble Unit of the Lower Columbia River Highway in Columbia County. The southerly end of the project is Station 73+50, Mile Point 36.6, said point being approximately 0.24 mile southerly of Tide Creek. The northerly end of the project is Station 367+97, Mile Point 41.82, said point being approximately 0.64 mile north of Goble Creek. The overall length of the survey is 5.16 miles.

This is to be a relocation survey connecting with the recently completed St. Helens-Tide Creek Unit. The route generally approximates the existing facility throughout the length of the survey, deviating both horizontally and vertically to affect changes to present day standards. The route will pass through Goble and Neer City. No towns will be bypassed.

The general route was laid by H. C. Broadwell. There has been no reconnaissance survey on this unit. Routine soils investigation has been completed. There are no known drainage problems requiring special study. No economic analysis has been made nor is the need for one anticipated.

The 1955 ADT is 1600, the projected 1975 is 3200. This is to be a Class "B"-60 highway with a maximum grade of 1.1% and maximum curvature of 6°. The initial construction roadbed section is as follows: Two 11-foot running lanes with 8-foot shoulders. Ultimate development to be a narrow 4-lane section consisting of four 11-foot running, 4-foot median strip and 8-foot shoulders. Tentative base design by Ray Webber, March 27, 1956, as follows:

| | |
|---|---|
| Bottom Course Base | 13" |
| Top Course Base | 1½" |
| Asphaltic Concrete | 3½" |
| Total | 18" |

NOTED
State Highway Engineer

The following is a comparison of the existing and proposed alignments:

| | Existing | Proposed |
|---|---|---|
| Rise and Fall | Not Available | 74 |
| Maximum Curve | 34° | 6° |
| Total Central Angle | 1308° | 325°35' |

Deviation from the standards set forth for this class of highway in Section 10 of the Oregon State Highway Department Technical Bulletin No. 19, Revised, is not anticipated on the initial construction; however, the ultimate development will be substandard as to roadbed section.

This is to be an expressway type facility with all points of access "at grade". There are no railroad crossings involved in this survey. There are two stream crossings requiring bridges. They are: (1) Tide Creek, requiring approximately 250 feet of structure and (2) Goble Creek, requiring approximately 90 feet of structure. The following installations are proposed: (1) A 79-inch C.M.P. 60 feet in length, at Station 173 to be utilized as a cattle pass; (2) a 10'x8' concrete box, 52 feet in length, at Station 332+50 to serve a private roadway; (3) a 10'x6' box culvert, 71 feet in length, at Station 223+50 as a drainage installation.

A proposed material source is located in the vicinity of Station 150. Adequate area for a crushing plant should be included in the right of way acquisition. It is estimated that 40,000 cubic yards of crushed material will be taken from this source. Approximately 56,600 yards of crushed material is required for the job. Various other sources are available in the vinicity of the survey.

Agreements with Columbia County will be necessary regarding the relocation of two county roads, English Road and Neer City Road, to better points of access. Agreement with the Spokane, Portland and Seattle Railroad will be necessary regarding encroachment in the vicinity of Goble. This encroachment is necessary to minimize the cut in a solid rock bluff. The existing facility is to be retained to serve as access roads.

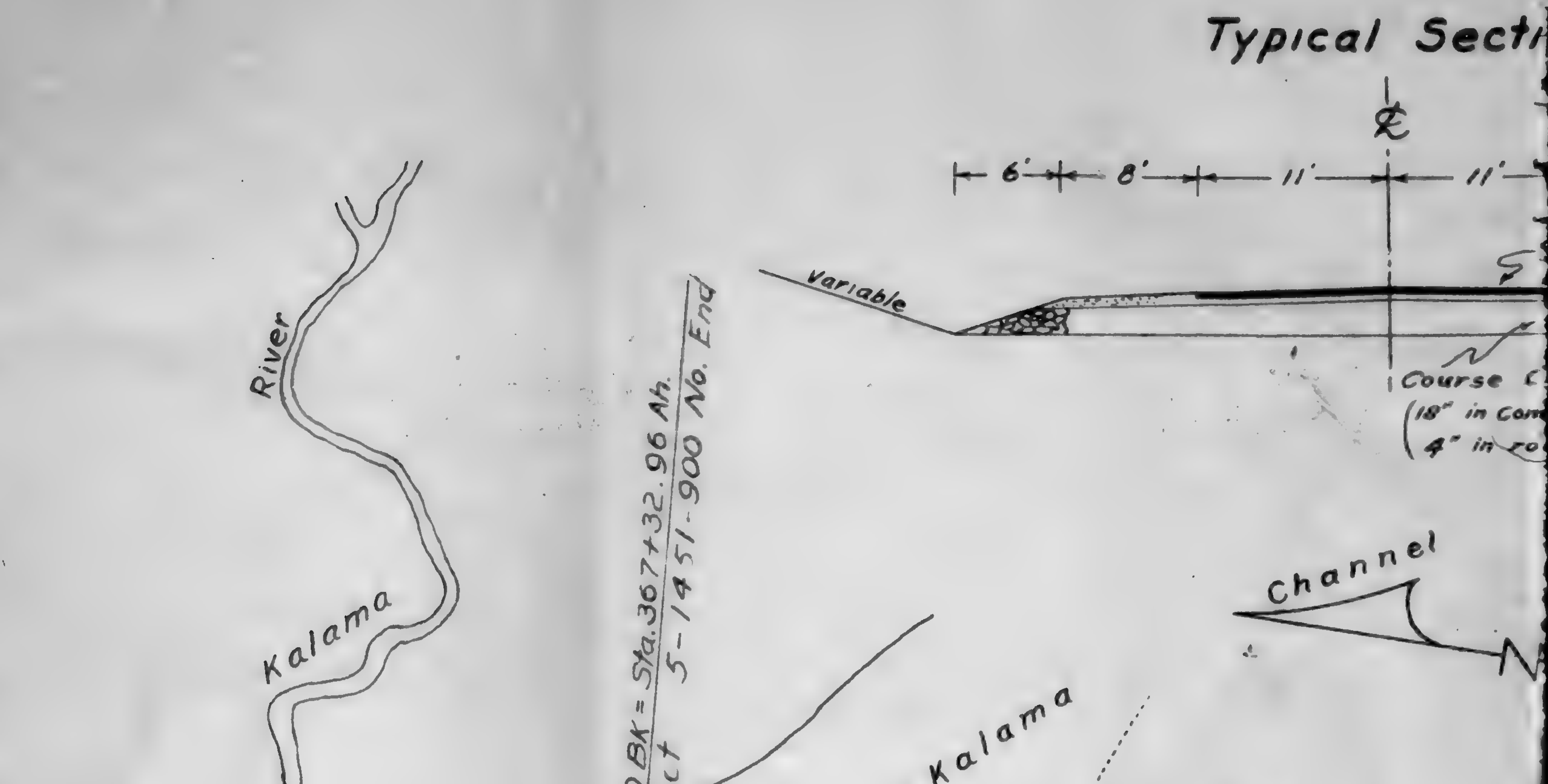
There are no state parks in the vicinity of this survey.

March 29, 1956

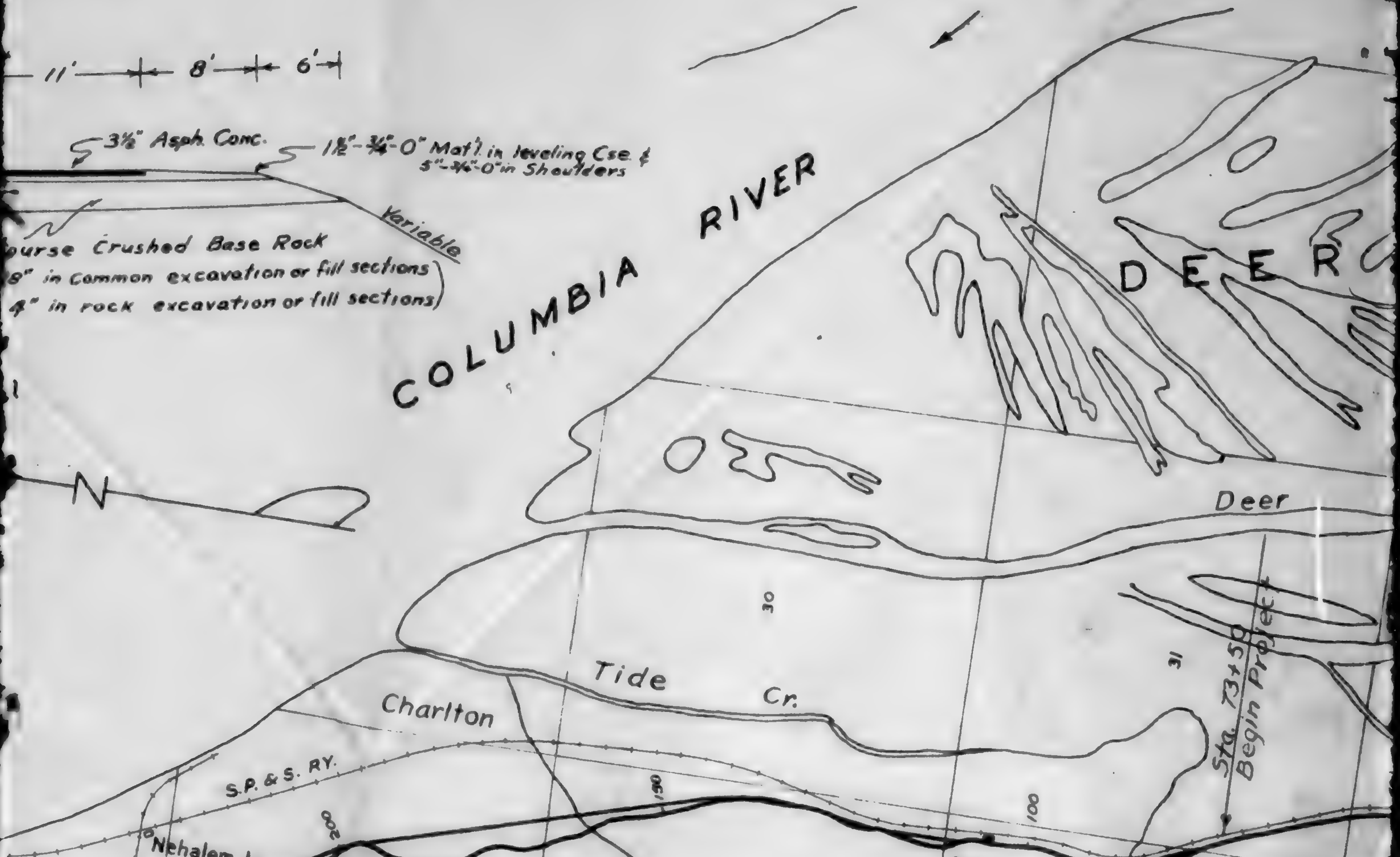
Attach.

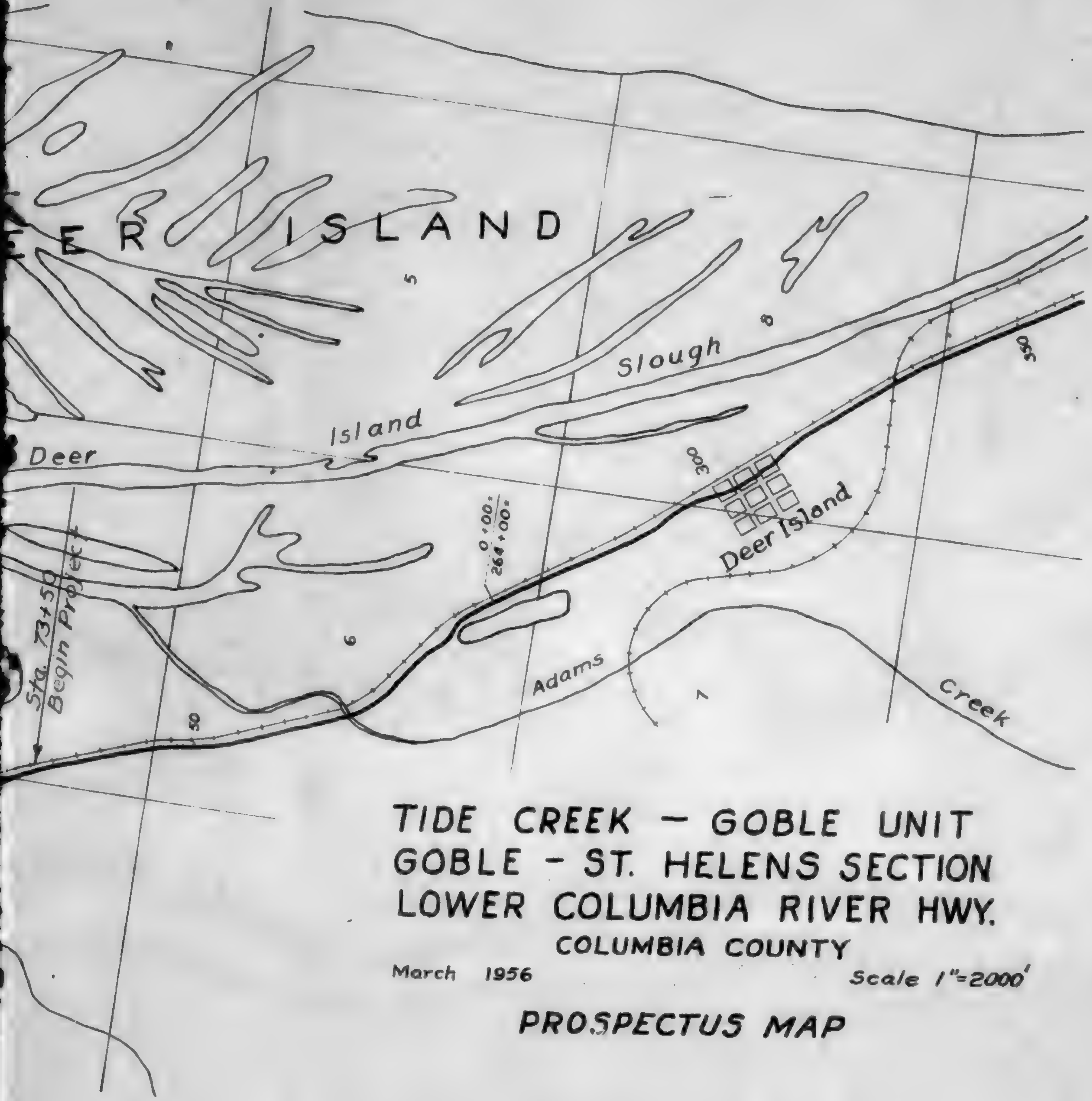
cc - R. H. Baldock ✓
W. C. Williams
Forrest Cooper
A. G. Skelton
H. C. Broadwell
P. M. Stephenson
Ray Webber (2)
F. B. Crandall
J. W. Cattrall
C. H. Armstrong
R. L. Porter
Frank Hall
Roy Edgerton

RECEIVED
APR 2 1956
OFFICE OF
STATE HIGHWAY ENGINEER


Typical Secti
℄
6'
8'
11'
11'
Variable
Course C
(18" in Com
4" in ro
Kalama River
Sta. 367+97.10 BK = Sta. 367+32.96 Ah.
End Project 5-1451-900 No. End
Channel
Kalama
Sandy I.
FERRY
GOBLE
300
Coffin Rock
12
Reuben
250
13
350
400
School
432+10.8=
432+35.2=

Section


11'
8'
6'
3½" Asph. Conc.
1½"-¾"-0" Mat'l. in leveling Cse. & 5"-¾"-0" in Shoulders
Variable
ourse Crushed Base Rock
8" in common excavation or fill sections
4" in rock excavation or fill sections
N
COLUMBIA RIVER
DEER
Deer
Tide Cr.
Charlton
S.P. & S. RY.
Nehalem Jc.
Tide Creek
Sta. 73+50 Begin Project
250
200
190
100
181+00.0= 177+07.4=
30
31
24
25
36


ER ISLAND
5
8
Slough
Island
Deer
300
350
0+00=
264+00=
Deer Island
6
7
Adams
Creek
50
Sta. 73+50
Begin Project

# TIDE CREEK – GOBLE UNIT
# GOBLE – ST. HELENS SECTION
# LOWER COLUMBIA RIVER HWY.
## COLUMBIA COUNTY

March 1956

Scale 1"=2000'

## PROSPECTUS MAP

RECEIVED
MAR 1 1957
FOR FILING

PACIFIC POWER & LIGHT COMPANY
Public Service Building
Portland 4, Oregon

C
O
P
Y

NOTED
W. C. WILLIAMS

2 54

February 28, 1957

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams/Mr. Curtis H. Baker

Gentlemen:

On February 8, 1957, we requested, and subsequently received, two sets of drawings Nos. 7B-24-8 and 7B-24-9 covering the new alignment of Highway U. S. 30 from Goble to St. Helens and wish to take this opportunity to thank you for your courteous response to our request.

We have now learned that a section of U. S. 30 extending west from Goble to a point about opposite the Trojan Powder Company is yet to be relocated. Will you, therefore, please send us, at your earliest convenience, two copies of Drawing No. 6B-7-4 which we believe covers the desired section.

Very truly yours,

Corbett McLean, Supervisor
Engineering Division

By: /s/ G. A. Drewett
G. A. Drewett

GAD:wg

(Original referred to Curtis H. Baker)

RECEIVED
JAN 29 1957
FOR FILING

January 28, 1957

Mr. Art Steele, Publisher
The Clatskanie Chief
Clatskanie, Oregon

Dear Mr. Steele:

In reply to your letter of January 22, which refers to the programming of construction work on the Tide Creek-Goble Section, I wish to advise that as nearly as can be determined at this time the contract for construction will be let sometime this fall.

In your letter you say, "Of course we know the call for bids was authorized last fall officially . . ." This, Mr. Steele, is not quite the true fact. The Commission approved the project for construction during the two-year period beginning with the approval of the program in August, 1956. Before any bids can be called, it is necessary that the survey be made, which we started on immediately and which survey has now been completed in the field and has been submitted to this office. We then must prepare the plans and right-of-way descriptions for approval by the Bureau of Public Roads. Under the new program, as you probably know, the Bureau of Public Roads pays for right of way in the same proportion as it does for construction.

After the plans are prepared and approved by the Bureau of Public Roads, we will immediately start the acquisition of right of way. This, again, takes considerable time, and we shall see that there is no undue lost time.

I wish to assure you that this project is going along in an orderly manner, and I see no likelihood that there will be any changes in the presently approved program regardless of the change in administration. There undoubtedly may be changes in the program which the Highway Commission was considering following the immediate two years, but I feel quite certain there will be no change in the approved two-year program.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
[redacted]

S-361(1) Flora Spur Sec. of the Flora 1957
Spur Rd. (Grad. & Stone Base
#505 & Furnishing crushed material)

S-361(1) Flora Spur Sec. of the Flora 1957
Spur Rd. (Grad. & Stone Base
#5054 & Furnishing crushed material)

[illegible] 5054 6-2-59 H

| | | |
|---|---|---|
| Monthly transaction number<br>RECEIVED<br>6-27<br>JUN 2 1959 | R-2A<br>(5-31-57)<br>U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | State<br>**Oregon** |
| Project report number<br>FOR FILING | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>**Wallowa** |
| | | Project number<br>**S-361(1)** |

S-361 (1)

3054

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **November 13**, 19**57**, is hereby modified as follows:

| | |
|---|---|
| Revised estimated total cost of project | $ **78,857** |
| Revised Federal funds | $ **48,130** |

Other revisions

**None**

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **1** day of **June**, 19**59**.

**OREGON STATE HIGHWAY DEPARTMENT**
(Official name of Highway Department)

By [illegible]

Deputy **State Highway Engineer**
(Title)

By________

________
(Title)

By________

________
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~**XX**~~ **C. G. Polk**
Division Engineer

By: C C Pike
**C. C. Pike**
**Acting Administrative Manager**

[illegible] No 5259

| | | |
|---|---|---|
| onthly Transaction No.<br>11-21 | Fo R-2 (5-[illegible]-57) U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | ate<br>**Oregon** |
| Project Report No.<br>3 | **FEDERAL-AID PROJECT AGREEMENT** | County<br>**Wallowa** |
| | | Project No.<br>**S-361(1)** |

RECEIVED
NOV 14 1957
FOR FILING

S-361(1)
2035

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
**Flora Spur Section (entire FAS Route 697).**

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | | |
| Rights-of-Way | | |
| Construction | 8/12/57 | 2.7 |
| Other *(Specify)* | | |

FUNDS

| | |
|---|---|
| Estimated total cost of project<br>$ 75,998.34 | Federal funds<br>$ 47,000.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY COMMISSION**
(Official name of Highway Department)

By Chas H Reynolds
**Chairman, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C H Tolk
Division Engineer

Date executed by
Division Engineer **November 13, 1957**

RECOMMENDED FOR APPROVAL
STATE HIGHWAY ENGINEER

USComm-DC 11169

# PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Flora Spur Sec.
Flora Spur Highway
Wallowa County

NATURE OF WORK:

Grade and Rock Surfacing

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5054 5054 J. F. Konen Constr. Co. 9-23-57

DATE OF COMPLETION: 110 Workdays from 10-3-57

REMARKS:

Oregon State Highway Department

Federal Aid Project
No. S-361(1)

## FLORA SPUR SECTION OF THE FLORA SPUR HIGHWAY IN WALLOWA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, Oct. 8, 1957

Type Code 2010
Roadway (Sta. 0+10 to 141+61) (Contract No. 5054)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | $ | $ 1,320.00 |
| Drainage Excavation, Unclassified | 170 | cu.yd. | 3.30 | 561.00 |
| General Excavation, Unclassified | 13,700 | cu.yd. | 0.41 | 5,617.00 |
| Short Overhaul | 22,800 | yd.sta. | 0.03 | 684.00 |
| Long Overhaul | 1,000 | C-yd.sta. | 0.99 | 990.00 |
| Finishing Roadbed and Slopes | 2.68 | miles | 660.00 | 1,768.80 |
| 12-inch Corrugated Metal Pipe | 490 | lin.f. | 3.74 | 1,832.60 |
| 18-inch Corrugated Metal Pipe | 450 | lin.f. | 4.95 | 2,227.50 |
| 24-inch Corrugated Metal Pipe | 110 | lin.f. | 6.60 | 726.00 |
| 36-inch Corrugated Metal Pipe | 150 | lin.f. | 12.65 | 1,897.50 |
| 22-inch Arch Type Corrugated Metal Pipe | 60 | lin.f. | 4.95 | 297.00 |
| 1½" - 0 Material in Base | 21,600 | cu.yd. | 2.05 | 44,280.00 |
| 3/4" - 0 Material in Base | 2,400 | cu.yd. | 2.12 | 5,088.00 |
| Sprinkling | 900 | M-gal. | 2.00 | 1,800.00 |
| Subtotal | | | | $ 69,089.40 |
| 10% Engr. & Cont. | | | | 6,908.94 |
| Total | | | | $ 75,998.34 |

Length of Roadway . . . . . . . . . . . . 2.680 Miles
Cost of Roadway Per Mile. . . . . . . . $28,357.58

| | |
|---|---|
| Federal Funds. . . . . . . . . . . . . . . . . . . . . . . . . . . | $ 47,000.00 |
| State Funds. . . . . . . . . . . . . . . . . . . . . . . . . . . . | 14,499.17 |
| County Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . | 14,499.17 |
| | $ 75,998.34 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

**Note:** Necessary funds have been deposited by Wallowa County with the Highway Department.

RECEIVED
MAY 12 1959
FOR FILING

W. C. Williams

NOTED
C. WILLIAMS

May 1, 1959

Flora Spur Section
Contract No. 5054

# FINAL COST ANALYSIS
Grading & Stone Base
Contractor: J. F. Konen Construction Company
Resident Engineer: Kenneth Berg

Flora Spur Road
Prefix No. 532-1024

5054

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| ** 1. Clearing & Grubbing | 100% | All | 1,320.00 | 954.25 | 954.25 | 1,320.00 |
| ** 2. Drainage Excav., Unclass. | 112.88 | Cu. Yd. | 3.30 | 3.97 | 448.52 | 372.50 |
| ** 3. General Excav., Unclass. | 22,051.9 | Cu. Yd. | .41 | .627 | 13,844.53 | 9,041.28 |
| ** 4. Short Overhaul | 29,218.6 | Yd. Sta. | .03 | .034 | 989.61 | 876.56 |
| ** 5. Long Overhaul | 552.4 | C-Yd. Sta. | .99 | 1.52 | 841.91 | 546.88 |
| ** 6. Finish R.B. & Slopes | 2.68 | Mile | 660.00 | 794.70 | 2,129.82 | 1,768.80 |
| ** 7. Corr. Metal Pipe 12" | 534. | Lin. Ft. | 3.74 | 3.23 | 1,726.03 | 1,997.16 |
| ** 8/ 18" Corr. Metal Pipe | 355. | Lin. Ft. | 4.95 | 4.31 | 1,530.73 | 1,757.25 |
| ** 9. 24" Corr. Metal Pipe | 93. | Lin. Ft. | 6.60 | 5.93 | 551.22 | 613.80 |
| **10. 36" Corr. Metal Pipe | 122. | Lin. Ft. | 12.65 | 11.38 | 1,389.33 | 1,543.30 |
| **11. 22" Arch Type Corr. Met. Pipe | 53. | Lin. Ft. | 4.95 | 4.35 | 203.27 | 262.35 |
| *12. 1-1/2"-0 Mat'l in Base | 19,298.9 | Cu. Yd. | 2.05 | 1.91 | 36,837.98 | 39,562.75 |
| *13. 3/4"-0 Mat'l in Base | 2,358.4 | Cu. Yd. | 2.12 | 1.91 | 4,501.75 | 4,999.81 |
| *14. Sprinkling | 703.5 | M-Gal. | 2.00 | 1.59 | 1,116.17 | 1,407.00 |
| *15. 1-1/4"-3/4" Cr. Mat'l in S.P. | 728.7 | Cu. Yd. | 2.03 | 1.38 | 1,009.14 | 1,479.26 |
| *16. 3/4"-1/2" Cr. Mat'l in S.P. | 376.28 | Cu. Yd. | 2.10 | 1.38 | 521.09 | 790.19 |
| *17. 1/2"-1/4" Cr. Mat'l in S.P. | 301.61 | Cu. Yd. | 2.15 | 1.38 | 417.68 | 648.46 |
| *18. 1/4"-#10 Cr. Mat'l in S.P. | 290.71 | Cu. Yd. | 3.10 | 1.38 | 402.59 | 901.20 |
| *19. 3/4"-0 Cr. Mat'l in S.P. | 315.3 | Cu. Yd. | 2/10 | 1.38 | 436.63 | 662.13 |
| *PA#1 Subgrade Reinforced Mat'l | 7,108.6 | Cu. Yd. | .75 | .561 | 3,994.83 | 5,331.45 |
|  |  |  |  |  | 73,874.08 | 75,882.13 |

* J. F. Konen Construction Co. Inc.

** Lacy & Son

Final Cost Analysis Cont'd
Flora Spur Section - Contract No. 5054

| | Gross Revenue | Total Cost | Net Profit | Net Loss | Profit % of Gross Revenue |
|---|---|---|---|---|---|
| * J.F. Konen Construction Co. | 57,882.16 | 49,237.86 | 8,644.30 | | 14.93% |
| ** Lacy & Son | 17,999.97 | 24,636.22 | | 6,636.25 | 36.86% |
| | $ 75,882.13 | $ 73,874.08 | $ 2,008.05 | | 2.65% |

## DETAIL OF COST
## J. F. Konen Construction Co. Inc.

Labor:

| | | |
|---|---|---|
| Labor and Supervision | $ 11,610.61 | |
| Labor Insurance & Health & Welfare | 870.00 | $12,480.61 |

Equipment Rental & Miscellaneous Supplies:

| | | |
|---|---|---|
| Equipment Rental, Owned | 22,716.00 | |
| Equipment Rental, Hired | 8,779.04 | |
| Gas, Oil, and Grease | 2,264.12 | |
| Small Tools and Miscellaneous Supplies | 1,827.67 | |
| Bond | 535.29 | |
| P.U.C. & Licenses | 260.72 | |
| Home Office & General Overhead | 374.41 | 36,757.25 |
| | TOTAL COST | $ 49,237.86 |

# BREAKDOWN OF CRUSHING OPERATIONS

| | Quantity | Unit | Cost | Unit Cost |
|---|---|---|---|---|
| Move In and Set Up | 23,669.9 | Cu.Yd. | 2,590.27 | 0.109 |
| Feeding Crusher | 23,669.9 | Cu.Yd. | 11,575.76 | 0.489 |
| Crushing | 23,669.9 | Cu.Yd. | 15,401.63 | 0.651 |
| TOTAL CRUSHING COST | 23,669.9 | Cu.Yd. | 29,567.66 | 1.249 |
| Haul Base Material to Road | 21,657.3 | Cu.Yd. | 11,003/56 | 0.508 |
| Haul to Stockpile | 14,269.9 | Cu.Yd. | 1,623.78 | 0.113 |
| Stockpiling Materials | 14,269.9 | Cu.Yd. | 312.35 | 0.022 |
| Processing Base Materials | 21,657.3 | Cu.Yd. | 1,619.51 | 0.075 |
| Haul & Place Subgrade Reinf. Materials | 7,108.6 | Cu.Yd. | 5,111.00 | 0.719 |

| | |
|---|---|
| Total cost per yard, crushed, hauled, and placed | 1.854 |
| Total cost per yard, crush material in stockpile | 1.384 |
| Total cost per yard of subgrade reinforcement material | 0.719 |

The crushing plant operated 304 hours for an average of 77.86 cubic yards per working hour.

# DETAIL OF COST
## Lacy & Son

| | | | | | |
|---|---|---|---|---|---|
| Labor: | | | | | |
| Labor and Supervision | | | | $ 7,482.96 | |
| Labor Insurance | | | | 729.57 | |
| Health & Welfare | | | | 49.30 | $ 8,261.83 |
| Equipment Rental & Miscellaneous Supplies; | | | | | |
| Equipment Rental, Owned | | | | 7,304.28 | |
| Equipment Rental, Hired | | | | 2,500.00 | |
| Gas, Oil, and Grease | | | | 2,233.05 | |
| Move In | | | | 174.50 | |
| Drill and Shoot Ditch Line | | | | 28.33 | |
| Snall Tolls and Misc. Supplies | | | | 12.00 | |
| P.U.C. | | | | 8.43 | 12,260.59 |
| Materials: | | | | | |
| 12" C.M.P. | 534 Lin. Ft. | @ | $2.17 | 1,158.78 | |
| 12" C.M.P., Bands | 20 Each | @ | $2.17 | 43.40 | |
| 18" C.M.P. | 355 Lin. Ft. | @ | $3.03 | 1,075.65 | |
| 18" C.M.P., Bands | 11 Each | @ | $3.03 | 33.33 | |
| 24" C.M.P. | 93 Lin. Ft. | @ | $4.72 | 438.96 | |
| 24" C.M.P., Bands | 4 Each | @ | $4.72 | 18.88 | |
| 36" C.M.P. | 122 Lin. Ft. | @ | $9.25 | 1,128.50 | |
| 36" C.M.P., Bands | 4 Each | @ | $9.25 | 37.00 | |
| 22" Arch Type, C.M.P. | 53 Lin. Ft. | @ | $3.26 | 172.78 | |
| 22" Arch Type, C.M.P., Bands | 2 Each | @ | $3.26 | 6.52 | 4,113.80 |
| | | | | TOTAL COST | $ 24,636.22 |

Remarks - Contract No. 5054

This was a "Federal Aid Secondary Project" consisting of the construction of 2.68 miles of highway roadbed, involving 22,051.9 cubic yards of excavation; the construction of 2.68 miles of stone base and surfacing, involving 21,657.3 cubic yards of crushed materials; and the furnishing of 2,012.6 cubic yards of crushed materials in stockpiles on the Flora Spur Section of the Flora Spur County Road in Wallowa County.

This project was bid September 12, awarded September 23, 1957 and completed August 20, 1958.

Lacy & Son, grading contractor, moved in and began operations Tuesday, October 1, 1957 using a TD-24 dozer with pull ripper and a #12 caterpillar grader. The equipment belonging to this contractor was hired; labor and supplies were paid for by Konen Construction Company. Rental was paid to Lacy & Son at a price per bid item. Total payment was $17,999.97.

A D-8 dozer was moved into the project on October 7, 1957. This dozer was used for both drainage and general excavation. All trenches and excavations for culvert installations were done by dozer. Two Letourneau E-18 scrapers, 18-cubic yard capacity, rented by Lacy from Marion Relyea of Washington, were moved onto the project the following week. These two machines were of an old type and not in the best of condition. These machines were rented by the month and maximum use of these machines could not be made because of weather conditions,and as the result could not put out the work to make up for their cost.

Items 2, 3, 4, 5, and 6 show a loss because of the slow work of these and other machines. Another cause of increase in cost over bid was due to an encounter of more rocky material in the excavation than was anticipated.

The prim contractor moved in and set up the crushing plant October 23, and began crushing and placing base material on Wednesday, October 30, 1957. Only 9,500 yards of base materials were placed before winter weather softened the grade so that truck haul was made impossible.

A considerable amount of soft grade was removed and replaced with more suitable material. Approximately 500-cubic yards of this material were removed at this time and the balance of the subgrade reinforcement material was placed the following spring.

Grading operations continued intermittently until December 7, 1957 when operations were forced to shut down.

Remarks - Contract No. 5054 Cont'd.

The prime contractor continued to produce and stockpile crushed materials and completed crushing all the required rock on December 17, 1957. The entire project was then closed down for the winter.

The grading contractor moved back again on May 28, 1958 but was not able to do any work until Tuesday, June 17, 1958. This contractor was again only able to operate part time because of rainy weather and wet grade. Grading was completed July 18th.

The prim contractor took over the removing of soft subgrade and the backfilling with selected subgrade materials.

Konen Construction Company made a good profit on the crushed materials. Production cost was low because of only one location, one set up, and all materials, with the exception of the base, was stockpiled at the quarry site. The grading contractors loss was due to reasons stated above.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

file

RECEIVED
DEC 30 1958
FOR FILING
A-3616(1)
(CONTRACT NO.)
5054

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 24, 1958

(CONTRACT NO.) (EST. NO.) (CONTRACTOR)

5054 8 final J. F. Konen Construction Co., Inc.

(VOUCHER NO.) (WARRANT NO.) (AMOUNT) (DATE)

29986 H 231902 $2,247.01 12/24/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weisenhaus
ACCOUNTING DIVISION

---

Specified completion date: 110 workdays from Oct. 3, 1957

Time Extensions: None

Completion Date: Aug. 20, 1958

Date Accepted: Oct. 23, 1958

Penalties: None of record

Claims: None of record

Remarks:

---

Date: Dec. 26, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
Secretary
C. W. Head
By C. W. Head
Ass't. Secretary

Warrant Mailed:

DEC 26 1958
Jc

NOTED ON CARD
em

RECEIVED
NOV 26 1958
FOR FILING

S. 361 (1)

5054

Nov. 25, 1958

CERTIFIED MAIL

United States Fidelity & Guaranty Co., Inc.
Lotus M. Conser, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5054, for grading and stone base on the Flora Spur Section of the Flora Spur Road in Wallowa County was completed by the contractor, J. F. Konen Construction Co., Inc., on Aug. 20, 1958, and was formally accepted by the Highway Commission on Oct. 23, 1958.

Final payment in the amount of $2,247.01 will be released to the contractor on or after Dec. 5, 1958. The total contract amount is $75,882.13, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

Form E-1—1004—7-57

2 361 (1)
5054

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 22, 1958

Section Flora Spur

Kind of work Grading and Stone Base

Highway Flora Spur Road County Wallowa

Section prefix 532-1024

Contractor J.F. Konen Constr. Co.

Contract number 5054

Date of contract 9-25, 1957

Specified work days 110

Date work started 10-1, 1957

Work days used 85

Project authorization . . . . . $ 80,406.90

Exclusive of engineering . . . . . $ 74,689.08

Per cent of time elapsed 77 %

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . . $ 75,000

Estimated per cent overrun or underrun . . . . . . . . . over . . . . 1.5 %

Per cent of contract completed, based on total contract price . . . . . . . . . . . 105 %

Engineering authorization . . . . $ 5717.82

Engineering cost to date $ 6350, 111 %

Date project was completed Aug. 20, 1958

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor performed cleaning and shaping of ditches and backslopes and also spotted some base rock in approaches, thus bringing all work to completion on Wednesday.

This will be the last weekly report.

CONSTRUCTION DIVISION
RECEIVED
AUG 26 1958
NOTED-- ☒ ☒ ☒ ☐ ☒
CE ACE ACE COE

Noted
M. N. Juve

Signed Kenneth Berg

Address La Grande

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 5146

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 2.68 | 2.68 | | | |
| Miles partially completed | | | | | |
| Miles completed | 2.68 | 2.68 | | | |
| Total estimated quantities (contract) | 13,700 | 24,000 | | 1620 cy stockpile | |
| Total quantities corrected to date | 22,000 | 28,200 | | 1800 cy | |
| Estimated quantities moved or placed to date | 22,000 | 28,200 | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | 1 | | | | |
| Hours per shift | 8 | | | | |
| Average force on project for week | 5 | | | | |

| | |
|---|---|
| Men | 1 |
| Supervision | 1 |
| Men and trucks under 3 tons | |
| Men and trucks over 3 tons | 2 |
| Men and tractors | 1 |
| | |

Equipment used during week: Shovels ........., Power graders 1, Rollers 1, Mixers ........., Crushing or screening plants .........

Compressors ........., Bulldozers ........., Compaction rollers ........., 1 loader, ........., .........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

RECEIVED
AUG [illegible] 1958
FOR FILING

S-2612 (?)

5054

~~Williams~~
~~Cooper~~
files

August 18, 1958

U. S. Fidelity and Guaranty Company
1024 Old National Bank Bldg.
Spokane 1, Wn.

Attention: Mr. M. R. Chapman
Supt. of Claims

Gentlemen:

Thank you for your letter of August 14 to which was attached a Release of Claim filed by Marion Kelyon, releasing his claim against Contract No. 5054 awarded to J. F. Konen Construction Co. for grading and stone base on the Flora Spur Section of the Flora Spur Road in Wallowa County. This claim was in the sum of $3,006 for equipment rental.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

CC.
U. S. Fidelity and Guaranty Company
201 Portland Trust Bldg.
Portland, Oregon
Attn: Lotus M. Conser, Mgr.

J. F. Konen Construction Co., Inc.
715 "D" Street
Lewiston, Idaho

George H. Mayes
201 Portland Trust Bldg.
Portland, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD
EM

FAQ:fp

# RELEASE OF CLAIM

TO THE STATE OF OREGON HIGHWAY DEPARTMENT:

Notice is hereby given that the undersigned, Marion Relyea, hereby releases that Notice of Claim made by him for equipment rental by Lawrence Lacey, on that certain construction project known as the Flora Spur Section of the Flora Spur Road in Wallowa County, on Contract #50504; and hereby further releases J. K. Konen Construction Company, Inc. and U.S. Fidelity & Guarantee Co. as surety, from any claim or liability as set forth under the terms of that Notice of Claim For Equipment filed by the undersigned and dated the 23rd day of May, 1958.

Marion Relyea

STATE OF WASHINGTON )
) ss
County of Grant )

Marion Relyea, being first duly sworn deposes and says: I am the claimant above named; that I have read the foregoing Release of Claim, know the contents thereof and believe the same to be true.

Marion Relyea

SUBSCRIBED AND SWORN to before me this 31st day of July, 1958.

R. L. Granvord
Notary Public in and for the State of
Washington, residing at Moses Lake.

RECEIVED
JUL 8 - 1958
FOR FILING

[illegible] 361 [illegible]

57.54

Salem, Oregon
June 30, 1958

[illegible] # 196
[illegible] " 345

FAS Project Agreements
FAS 697, Wallowa County

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engr., County & City Relations

Attached are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Wallowa County covering the Flora Spur Section of FAS 697 in Wallowa County.

A fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Wallowa County.

Assistant Secretary

rn
Attach: 5

FORM E-96 90M 8-57—6663

# OREGON STATE HIGHWAY DEPARTMENT

## INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1958

SUBJECT: FAS Project Agreements
FAS 697, Wallowa County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the Flora Spur Section of FAS 697 in Wallowa County.

Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission 1/22/57.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

P.S. The DS portion of the project is to be approved by the Comm on June 19.

JDG

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date 6-18-58

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-22-57 minute page 30 6-19-58 agenda 3h
Floyd Query
Asst Secretary

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JUN 6 1958
FOR FILING

5-361 (1)

58 54

June 5, 1958

Mr. Ray L. Greenwood
Attorney at Law
West 113 Third Avenue
Moses Lake, Washington

Dear Mr. Greenwood:

Re: File No. 52 S 194
J. F. Konen Construction Co.
(Lawrence Lacey - M.D. Relyea)

I have been given to understand that you represent Mr. Relyea in his claim against Mr. Konen's sub-contractor and this bonding company. My preliminary investigation reveals that your client had a contract with Mr. Lacey for the rental of two turnapulls to be used on the Flora Spur Road in Oregon. Examining the time sheets of the primer contractor, we find that there would have been a maximum of 48 days that these turnapulls could have been used. Mr. Konen recites that Mr. Relyea stated in his presence and in your presence that the charges would be made on a monthly basis, less down time.

It is also the writer's understanding that Mr. Relyea is in debt to Mr. Lacey, and he is alleging an offset against legitimate demand made by your client. Would you please be goon enough to send to the writer an invoice showing a complete breakdown of the days that these vehicles were in operation on the above job, which invoice would substantiate your $3,000.00 claim.

We have every reason to believe that your claim will be taken care of through the co-operation of our principal and his sub-contractor, Mr. Lacey. With the information at hand which you will supply to the writer, we will continue our investigation and notify you promptly of the results.

Sincerely yours,

M. R. Chapman

M. R. Chapman
Claims Supt.

MRC:mre
CC: N.O. Fidelity & Surety
J.F. Konen Construction Co.
H.B. Glaisyer, Secy., Ore. State Dept. of Highways ✓

RECEIVED
JUN 6 1958
OREGON
STATE HIGHWAY COMMISSION

**UNITED STATES FIDELITY AND GUARANTY COMPANY**
1024 OLD NATIONAL BANK BLDG., SPOKANE, WASH.
SPOKANE 1, WASH.

TEMPLE 8-2804

JOHN T. PARADISE
MANAGER

M. R. CHAPMAN
SUPT. OF CLAIMS

June 5, 1958

NOTED
FLOYD QUERY

Mr. H. B. Glaisyer, Secy.
Oregon State Dept. of Highways
Salem, Oregon

Dear Mr. Glaisyer:

Re: File No. 52 S 194
J. F. KONEN CONSTRUCTION CO.
(Lawrence Lacey - M.D. Relyea)

We have contacted the prime contractor and find that the demand made by Mr. M. D. Relyea is a disputed amount. We are attempting to confirm their demand and we will prosecute the adjustment of this claim diligently.

You may rest assured of the Bonding Company's co-operation and awareness of its responsibilities.

Sincerely yours,

M. R. Chapman

M. R. Chapman
Claims Supt.

MRC:mre
CC: H. O. Fidelity & Surety
J. F. Konen Construction Co.

RECEIVED
JUN 6 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 9 1958
FOR FILING

Note on
card &
return to me
F.Q.

8-361 (1)

Salem, Oregon
June 4, 1958

Mr. C. H. Maison
Auditor

We have received a carbon copy of a letter, dated June 3, from M. R. Chapman, Claims Superintendent of the U. S. Fidelity and Guaranty Company, requesting that we retain the retained percentage on Contract No. 5054 awarded to J. F. Konen Construction Co., Inc.

Please hold the amount that is presently retained until we have secured permission from the surety to release it.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FAQ:fp

NOTED
H. B. GLAISYER

NOTED ON CARD
em

United States Fidelity & Guaranty
1024 Old National Bank Bldg.
Spokane, Wash.

June 3, 1958

J. F. Kasen Construction Co. Inc.
715 "D" Street
Lewiston, Idaho

Re: File 52 S 194

Dear Jack:

We have received a notice from the State of Oregon that H. D. Relyea has placed a claim against your sub-contractor Lawrence Lacey for $3,000.00 on the Flora Spur Section of the Flora Spur Road in Wallowa County Oregon.

This communication is a demand that you hold your surety harmless by seeing to it that this claim is taken care of immediately. Please be good enough to let us know that this has been taken care of. You realize of course that the State of Oregon is withholding a retained percentage of $4,976.00 and should retain this until the claim of Mr. Relyea is taken care of.

Please give this your preferred attention.

Very truly yours,

M. R. Chapman

M. R. Chapman
Claims Superintendent

MRC:dp
cc: Idaho Insurance Agency
Oregon State Hiway Commission
Home Office Fidelity & Surety

RECEIVED
[illegible] 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
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RECEIVED
MAY 29 1958
FOR FILING

S-361(1)

5054

[illegible]
file

May 28, 1958

Hon. Mark O. Hatfield
Secretary of State
Salem, Oregon

Attention: Mr. Geo. O. Stephens

Dear Sir:

Thank you for your letter of May 26 which had attached to it three copies of a claim filed with your office by M. D. Relyea, in the amount of $3,000, against Lawrence Lacey who acted as a subcontractor to J. F. Konen Construction Co. on our Contract No. 5054, your File No. 3608.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD
em

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

MARK O. HATFIELD
SECRETARY OF STATE

May 26, 1958

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received from Ray L. Greenwood, Attorney, Moses Lake, Washington and filed as of today a notice of claim by M. D. Relyea for equipment in the sum of $3,000.00 against the bond taken from J. K. Konen Construction Co. Inc., principal and U. S. Fidelity & Guarantee Co. surety, for work of constructing ~~a~~ public road job known as the Flora Spur Section in Wallowa County, Oregon, our file No. 3608.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same for our records.

Sincerely,

MARK O. HATFIELD
Secretary of State

By Geo Stephens
Clerk
Records Division

GS:m
Enc.

RECEIVED
MAY 27 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
em

RECEIVED
MAY 29 1958
FOR FILING

S-361 (1)

5054

noted on card file

May 28, 1958

U. S. Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. Lotus M. Conser
Manager

Gentlemen:

Attached is a copy of a claim in the amount of $1,000.00, filed with the Secretary of State by M. D. Relyea against Lawrence Lacey, who operated as a subcontractor on our contract No. 5054 awarded to J. F. Kenen Construction Co., Inc., for work on the Flora Spur Section of the Flora Spur Road in Wallowa County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
George H. Mayes
201 Portland Trust Building
Portland, Oregon

J. F. Kenen Construction Co., Inc.
715 "D" Street
Lewiston, Idaho

Commissioners
W. C. Williams
Forrest Cooper

FAQ:fp

NOTED ON CARD

# NOTICE OF CLAIM FOR EQUIPMENT RENTAL

TO: The State of Oregon Highway Department:

Notice is hereby given that the undersigned, MARION RELYEA, has a claim for equipment rental for two (2) ruber tired Turn-a-Pulls which were used to move earth in construction of the Flora Spur Section of the Flora Spur Road in Wallowa County on the contract # 50504; that the claimant, MARION RELYEA, rented this equipment to LAWRENCE LACEY, who actually used the equipment on said job as a sub-contractor; that the claim is for rental for one rubber tired Turn-a-Pull from September 18, 1957 to and including November 25, 1957; and for an additional Turn-a-Pull for the period from October 19, 1957 to and including November 25, 1957; that the reasonable and agreed rental was the sum of $1,000.00 per month for each piece of equipment, that the total sum of said rental presently owing is the amount of $3,000.00; that said claimant hereby makes claim against the J. K. Konen Construction Co., Inc., as principal, and U. S. Fidelity & Guarantee Co., as surety, upon the bond furnished to the Oregon State Department of Highways for the work of constructing a public road job known as the Flora Spur Section of the Flora Spur Road in Wallowa County, Oregon, said work being for road construction.

DATED this 23rd day of May, 1958.

M. D. Relyea

STATE OF WASHINGTON )
) ss
County of Grant )

Marion Relyea, being first duly sworn deposes and says: I am the claimant above named; that I have read the foregoing claim, know the contents thereof and believe the same to be true.

M. D. Relyea

SUBSCRIBED AND SWORN to before me this 23rd day of May, 1958.

Notary Public in and for the State of Washington, residing at Moses Lake.

File # 3608

FILED
MAY 26 1958
MARK O. HATFIELD
SECRETARY OF STATE

TO: The State of Oregon Highway Department:

Notice is hereby given that the undersigned, MARION RELYEA, has a claim for equipment rental for two (2) ruber tired Turn-a-Pulls which were used to move earth in construction of the Flora Spur Section of the Flora Spur Road in Wallowa County on the contract # 50504; that the claimant, MARION RELYEA, rented this equipment to LAWRENCE LACEY, who actually used the equipment on said job as a sub-contractor; that the claim is for rental for one rubber tired Turn-a-Pull from September 18, 1957 to and including November 25, 1957; and for an additional Turn-a-Pull for the period from October 19, 1957 to and including November 25, 1957; that the reasonable and agreed rental was the sum of $1,000.00 per month for each piece of equipment, that the total sum of said rental presently owing is the amount of $3,000.00; that said claimant hereby makes claim against the J. K. Konen Construction Co., Inc., as principal, and U. S. Fidelity & Guarantee Co., as surety, upon the bond furnished to the Oregon State Department of Highways for the work of constructing a public road job known as the Flora Spur Section of the Flora Spur Road in Wallowa County, Oregon, said work being for road construction.

DATED this 23rd day of May, 1958.

M. D. Relyea

STATE OF WASHINGTON )
) ss
County of Grant )

Marion Relyea, being first duly sworn deposes and says: I am the claimant above named; that I have read the foregoing claim, know the contents thereof and believe the same to be true.

M. D. Relyea

SUBSCRIBED AND SWORN to before me this 23rd day of May, 1958.

Notary Public in and for the State of Washington, residing at Moses Lake.

File # 3608

FILED
MAY 26 1958
MARK O. HATFIELD
SECRETARY OF STATE

RECEIVED
MAY 22 1958
FOR FILING

S-361 (1)

file

**UNITED STATES FIDELITY AND GUARANTY COMPANY**
PORTLAND OFFICE
SUITE 201, PORTLAND TRUST BUILDING
PORTLAND 4, OREGON
TELEPHONE: CAPITOL 7-0464

LOTUS M. CONSER
MANAGER 5054

JOSEPH A. BOYCE
SUPERINTENDENT OF CLAIMS

May 21st, 1958

Oregon State Highway Commission,
State Highway Department,
Salem, Oregon.

Attention: Secretary

Dear Sir:

This is to thank you for your letter of May 20th, 1958, calling our attention to the fact that there is an outstanding balance due on equipment rental under Contract No. 5054 awarded to J. F. Konen Construction Company.

Our records indicate this bond was negotiated through our Spokane office and I am forwarding your letter on for the attention of our Claim Department in Spokane.

Very truly yours,

Lotus Conser

L.M. Conser,
Manager.

LMC:rm

REFERRED TO
SECRETARY

RECEIVED
MAY 22 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

files

RECEIVED
MAY 22 1958
FOR FILING

[illegible]

[illegible]

May 20, 1958

Mr. Ray L. Greenwood
Attorney at Law
West 115 Third Avenue
Moses Lake, Wn.

Dear Sir:

This is to acknowledge your letter of May 19 in which you state that Mr. Lawrence Lacey owes Mr. Marion Relyea the sum of $3,000 for equipment rental used on what appears to be our Contract No. 5054 for construction of the Flora Spur Section of the Flora Spur Road in Wallowa County, which contract was awarded to J. F. Konen Construction Co., Inc.

The U. S. Fidelity and Guaranty Co., 201 Portland Trust Building, Portland, furnished the performance bond for this project.

The contract has not yet been completed but if you wish to protect your client's claim for a period longer than six months following completion of the project and acceptance by the State Highway Commission, you should file the claim with the Secretary of State. Attached for your convenience are excerpts from the Oregon Laws outlining the filing procedure. In the meantime, the claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

FAQ:fp

NOTED ON CARD
cm

**RAY L. GREENWOOD**
*Attorney at Law*
WEST 115 THIRD AVE.
MOSES LAKE, WASH.

May 19, 1958

Mr. H. B. Glaisyer, Secretary
Oregon State Department of Highways
Salem, Oregon

RE: Marion Relyea - J. K. Konen Construction Co., Inc.

Dear Sir:

This is to notify you that Mr. Marion Relyea leased two turn-a-pulls to Mr. Lawrence Lacey and that these turn-a-pulls were used by Mr. Lacey in construction of an Oregon State Highway Project in the vicinity of Flora, Oregon. The job upon which this equipment was used is being constructed by J. K. Konen Construction Company, Inc., of Lewiston, Idaho, for the Oregon State Department of Highways.

To this date Mr. Relyea has not been paid any money for this rental and there is presently due and owing from Mr. Lacey to Mr. Relyea for the use of these turn-a-pulls on the above mentioned job the total sum of $3,000.00.

Yours very truly,

R. L. Greenwood
Ray L. Greenwodd

RLG/jm
cc: Mr. Konen
Mr. L. Lacey

RECEIVED
MAY 20 1958
STATE HIGHWAY COMMISSION

REFERRED TO Query
BY SECRETARY
usual letter [illegible]

NOTED ON CARD
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MAY 22 1958
~~FOR FILING~~
S-361 (1)

5054

files
noted on card

May 20, 1958

U. S. Fidelity and Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. L. M. Conser
Manager

Gentlemen:

A letter has been received from Mr. Ray L. Greenwood, Attorney, West 115 Third Avenue, Moses Lake, Wn., stating that Mr. Lawrence Lacey leased two turn-a-pulls from Mr. Marion Relyea which were used apparently on our Contract No. 5054, awarded to J. F. Konen Construction Co., Inc., for grading and other work on the Flora Spur Section of the Flora Spur Road in Wallowa County. The claim is in the amount of $3,000.00 for equipment rental.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
George H. Mayes
201 Portland Trust Building
Portland, Oregon

J. F. Konen Construction Co., Inc.
719 "D" Street
Lewiston, Idaho

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD
em

FAQ:fp

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MAY [illegible]
FOR FILING

In reply refer to: 08-00.3

P. O. Box 3900
Portland 8, Oregon
May 8, 1958

[illegible]
5024

Mr. Ray L. Greenwood
West 115 Third Avenue
Moses Lake, Washington

Dear Mr. Greenwood:

Your letter of May 6 inquired regarding a highway project under construction by Konen & Sons of Lewiston, Idaho in the vicinity of Flora, Oregon.

The highway project you refer to is Federal-aid Secondary Project numbered S-361(1) and is being constructed under the direction of the Oregon State Highway Department by J. K. Konen Const. Co.,Inc., of Lewiston, Idaho. The project is called the Flora Spur Section of the Flora Spur Highway and provides for the construction of 2.68 miles of grading and stone base.

Since Federal-aid projects are initiated by and constructed under the direction of the State Highway Department, subject to the approval of the Bureau of Public Roads, any further questions you have regarding the contract or the work should be directed to the Oregon State Highway Department in Salem, Oregon.

We hope the information furnished will be of service to you.

Very truly yours,

B. M. FRENCH,
Regional Engineer

CC: 2 FOLK

RECEIVED
[illegible] 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RAY L. GREENWOOD
Attorney at Law
WEST 115 THIRD AVE.
MOSES LAKE, WASH.

May 6, 1958

Mr. Baird M. French,
Regional Engineer
753 Morgan Building
720 SW Washington Street
Portland 8, Oregon

Dear Mr. French:

I am writing you in regard to a job which is under construction by Konen & Sons of Lewiston, Idaho, in the vicinity of Flora, Oregon, concerning the job number and proposed completion date. I would very much appreciate any information you could give me in describing this job, such as job number and any name which you have concerning it.

Thank you for your consideration in this matter.

Yours very truly,

Ray L. Greenwood

Ray L. Greenwood

RLG/jm

RECEIVED
SEP 27 1957

FOR FILING

September 23, 1957

J. F. Konen Construction Company, Inc.
1408 11th Street
Lewiston, Idaho

Gentlemen:

The State Highway Commission on September 12, 1957 accepted your proposal for grading, stone base and furnishing crushed material in stock pile on the Flora Spur Section of the Flora Spur Road in Wallowa County in the sum of $71,372.60 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5054.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

ATTENTION: Dorothy McCormack

NOTED
J. Mc C.

RECEIVED
SEP 21 1957
FOR FILING

[illegible]

[illegible]

Salem, Oregon
September 18, 1957

FAS Project Agreements
Wallowa County

[illegible] #326
[illegible] #176

Mr. C. G. Swenson
City & County Relations
Office

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Wallowa County covering the Flora Spur section of FAS 697.

A fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Wallowa County.

Secretary

rn
Attach: 5

FORM E30—30M—2-57—1476

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11, 1957

SUBJECT: FAS Project Agreements
Wallowa County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the Flora Spur section of FAS 697. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on January 22, 1957.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-22-57 Minute Page 30
Secretary

APPROVED
G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date Sept 11 1957

RECEIVED
JUL 22 1957
FOR FILING

FORM E-30X—37,900—2-55—62987

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 18, 1957

SUBJECT: Flora Spur Section
FAS 697, Wallowa County

To: Mr. Tom Edwards
OFFICE

The field data for the subject named project was reviewed with the Wallowa County Court on July 16th in an effort to adjust the project so that the costs would more nearly fit the $95,000 of FAS funds presently estimated to be available to Wallowa County for the fiscal years 1958 and 1959 period.

The county requested that the project be revised as follows:

(1) Horizontal alignment to remain the same as shown in the field data.

(2) Revise the grade line by rolling to follow the existing road and ground line as closely as possible and still meet minimum AASHO standards. This section has an ADT of approximately 110 and AASHO standards for this traffic volume for flat topography permit a minimum gradient of 8% and a minimum sight distance of 315 feet using a point 4 inches above the pavement.

(3) Reduce subgrade width from 36 feet to 32 feet. This would result in approximately a 2.6:1 ditch slope rather than 3.8:1 as originally designed. Also, revise the ditch backslope to our normal design except from stations 0+00 to 3+50.

(4) Revise the typical section from stations 0+00 to 3+50 to provide for a 10-foot wide crushed rock shoulder on the right or south side feathered to meet the ground line rather than 26 feet wide as presently shown. This is in Flora and a garage, the post office and general store, and another building are located along this side of the road. No change in the shoulder design on the left would be made.

(5) Reduce right-of-way width to only that required for the project, particularly from station 115+70 easterly to the junction with the Flora-Enterprise State Highway. The right-of-way as sent in from the field called for a 100-foot width except in Flora where the existing right-of-way was used. The county advised the existing right-of-way for the present road is 60 feet.

(6) Eliminate construction of the binder course and oil mat from this project; however, include crushing and stockpiling the aggregates

NOTED
G. S. PAXSON

required for the binder and oil mat in this contract. The county will pay 100% of the cost of these aggregates in stockpile and they will be used at some future time when funds are available for placing an oil mat wearing surface.

(7) In addition to the above the county will be required to pay all costs for grading and surfacing through the leveling course in excess of $95,000. They are willing to do this providing this amount is not beyond their available funds which are somewhat limited. For this reason it would be appreciated if this office could be advised of the estimated total cost of the project after the above revisions have been effected. We will then contact the county for final clearance.

If at all possible the county would like to have bids accepted for this project at the September, 1957, bid letting. This was originally approved as a fiscal year 1959 project; however, there are sufficient unprogrammed fiscal year 1958 county FAS funds available to permit advancing it to a 1958 project.

If possible it is suggested that Mr. Frank Hall make the revisions here in Salem as it appears this can be done without further field work.

John F. Hagemann

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

cc: G. S. Paxson
V. G. O'Neil
Frank Hall

RECEIVED
JUL 18 1957
OFFICE OF
STATE HIGHWAY ENGINEER

J-130(1) Hancock St.-Multnomah St. & Stephens St. (Portland) 1977
[illegible] Grad. & Paving Proj.

CIA 1895 9-18-1957

Contract No. Contract No. 5055

A

RECEIVED
-1959
4-44
FOR FILING

| | | |
|---|---|---|
| Monthly transaction number | R-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS | State<br>Oregon |
| Project report number<br>10 U-130(8) | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Multnomah |
| | | Project number<br>U-130(8) |

5055 The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 17, 1958, is hereby modified as follows:

| | |
|---|---|
| Revised estimated total cost of project | $ 69,686.00 |
| Revised Federal funds | $ 17,733.00 |

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 7 day of April, 1959.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By
Deputy State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
By CGFolk
C. G. Polk
Division Engineer

USComm-DC 11170

| | | |
|---|---|---|
| Monthly Transaction No.<br>2-47 | For -2<br>(5-29-57)<br>U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | te Oregon |
| | | County Multnomah |
| Project Report No.<br>7 | **FEDERAL-AID PROJECT AGREEMENT** | Project No.<br>U-130(8) |

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

**Hancock Street-Multnomah Street and Stephens Street Section of the Pacific Highway East in Portland (US-99E).**

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | 7/19/57 | - |
| Rights-of-Way | | |
| Construction | 8/15/57 | 0.0 |
| Other *(Specify)* | | |

**FUNDS**

| | |
|---|---|
| Estimated total cost of project<br>$ 22,912.40 | Federal funds<br>$ 14,100.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY COMMISSION**
(Official name of Highway Department)

By Chas H Reynolds
**Chairman, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
Division Engineer

Date executed by Division Engineer **February 17, 1958**

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

# PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Hancock Street Multnomah Street and Stephens Street Section
Pacific Highway (East)
Multnomah County

NATURE OF WORK:

Grading and Paving

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5055 5055 Cascade Construction Co. 10-10-57

DATE OF COMPLETION: 90 Workdays from 10-20-57

REMARKS:

Oregon State Highway Department

Federal Aid
Project No. U-130(8)

## HANCOCK STREET-MULTNOMAH STREET AND STEPHENS STREET SECTION OF THE PACIFIC HIGHWAY (EAST) IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 31, 1957

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | $ | $ 600.00 |

Type Code 6201
Roadway (Sta. 0+50 to Sta. 4+42)(Sta. 101+29.43 to Sta. 105+42.55)(Contract #5055)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | $ | $ 400.00 |
| Removal of Curbs | 800 | lin. ft. | 0.60 | 480.00 |
| Removal of Driveways and Walks | 460 | sq. yds. | 1.50 | 690.00 |
| Removal of Catch Basins | 5 | only | 25.00 | 125.00 |
| Removal of Miscellaneous Concrete & Masonry | All | Required | | 2,200.00 |
| Drainage Excavation, Unclassified | 44 | cu. yds. | 8.00 | 352.00 |
| General Excavation, Unclassified | All | Required | | 1,800.00 |
| 8-inch Sewer Pipe | 160 | lin. ft. | 1.75 | 280.00 |
| Extra for Pipe Under Pavement | 34 | lin. ft. | 2.10 | 68.00 |
| Concrete Catch Basins | 6 | only | 80.00 | 480.00 |
| Adjustment of Manholes | 2 | only | 30.00 | 60.00 |
| Concrete Curbs | 28 | cu. yds. | 47.00 | 1,316.00 |
| Concrete Walks | 280 | sq. yds. | 3.70 | 1,036.00 |
| Concrete Driveways | 90 | sq. yds. | 4.70 | 423.00 |
| Coarse Crushed Material in Base | 1,480 | cu. yds. | 3.85 | 5,698.00 |
| 3/4" - 0 Material in Base | 120 | cu. yds. | 4.00 | 480.00 |
| Sprinkling | 60 | M-gals. | 3.50 | 210.00 |
| Class "B" Asphaltic Concrete | 480 | tons | 6.85 | 3,288.00 |
| RS-1 Asphalt | 1 | ton | 65.00 | 65.00 |
| Asphaltic Concrete Traffic Markers | 555 | lin. ft. | 0.60 | 333.00 |
| | | | | $ 19,784.00 |
| Flagging (57½% of Contractor's Cost) | All | Required | | 500.00 |
| | Subtotal | | | $ 20,284.00 |
| | 10% Engr. & Cont. | | | 2,028.40 |
| | Total | | | $ 22,312.40 |

Length of Project - - - - - 0.00 Mile

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 600.00 | $ 300.00 | $ 300.00 |
| Roadway | 22,312.40 | 13,800.00 | 8,512.40 |
| | $22,912.40 | $14,100.00 | $8,812.40 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. U-130(8)

## HANCOCK STREET-MULTNOMAH STREET AND STEPHENS STREET SECTION OF THE PACIFIC HIGHWAY (EAST) IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 9, 1957

Type Code P.E.

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All | Required | $ | $ 600.00 |

Type Code 6201
Roadway (Sta. 0+50 to Sta. 4+42)(Sta. 101+29.43 to Sta. 105+42.55)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | | $ 2,000.00 |
| Removal of Curbs | 800 | lin. ft. | $0.50 | 400.00 |
| Removal of Driveways and Walks | 460 | sq. yds. | 0.75 | 345.00 |
| Removal of Catch Basins | 5 | only | 30.00 | 150.00 |
| Removal of Miscellaneous Concrete and Masonry | All | Required | | 7,500.00 |
| Drainage Excavation, Unclassified | 44 | cu. yds. | 5.00 | 220.00 |
| General Excavation, Unclassified | All | Required | | 1,800.00 |
| 8-inch Sewer Pipe | 160 | lin. ft. | 2.00 | 320.00 |
| Extra for Pipe Under Pavement | 34 | lin. ft. | 4.00 | 136.00 |
| Concrete Catch Basins | 6 | only | 80.00 | 480.00 |
| Adjustment of Manholes | 2 | only | 75.00 | 150.00 |
| Concrete Curbs | 28 | cu. yds. | 45.00 | 1,260.00 |
| Concrete Walks | 280 | sq. yds. | 5.00 | 1,400.00 |
| Concrete Driveways | 90 | sq. yds. | 5.50 | 495.00 |
| Coarse Crushed Material in Base | 1,480 | cu. yds. | 2.75 | 4,070.00 |
| 3/4" - 0 Material in Base | 120 | cu. yds. | 3.00 | 360.00 |
| Sprinkling | 60 | M-gals. | 3.00 | 180.00 |
| Class "B" Asphaltic Concrete | 480 | tons | 7.00 | 3,360.00 |
| RS-1 Asphalt | 1 | ton | 100.00 | 100.00 |
| Asphaltic Concrete Traffic Markers | 555 | lin. ft. | 1.00 | 555.00 |
| | | | | $25,281.00 |
| Flagging (57½% of Contractor's Cost) | All | Required | | 500.00 |
| | Subtotal | | | $25,781.00 |
| | 10% Engr. & Cont. | | | 2,578.10 |
| | | Total | | $28,359.10 |

Length of Project 0.00 Mile

### SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 600.00 | $ 300.00 | $ 300.00 |
| Roadway | 28,359.10 | 17,500.00 | 10,859.10 |
| | $28,959.10 | $17,800.00 | $11,159.10 |

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MAR 1959
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 18, 1958

U-150

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 5055 | 9 final | Cascade Construction Company |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) (DATE) |
| 29127 | H 231070 | $1,027.35 12/18/58 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified completion date: 90 workdays from 10-20-57

Time Extensions: None

Completion Date: Sept. 11, 1958

Date Accepted: Mar. 5, 1959

Penalties: None of record

Claims: None of record

Remarks:

---

Date: March 6, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
Secretary

Warrant Mailed MAR 6 1959

NOTED ON CARD
gm

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DEC 9 1958
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U-130 (8)

5055

Dec. 8, 1958

**CERTIFIED MAIL**

St. Paul Fire & Marine Insurance Co.
Pacific Dept.
200 Mills Bldg.
San Francisco 6, Calif.

Gentlemen:

State Highway Contract No. 5055, for grading and paving on the Hancock St.-Multnomah St. and Stephens St. (Portland) Section of the Pacific Highway East (Northbound) in Multnomah County was completed by the contractor, Cascade Construction Company, on Sept. 11, 1958, but has not as yet been accepted by the Commission.

Final payment in the amount of $1,027.35 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $30,097.35, of which amount $541.88 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Hugh Lacey Insurance, Inc.
1308 S. W. Alder St.
Portland 5, Oregon

NOTED ON CARD

Form E-1-

41-130 (8
5055

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 1, 1958

Section Hancock St. - Multnomah St. & Stephens St.
Kind of work Grading & Paving
Highway Pacific East County Multnomah
Section prefix 26-1091
Contractor Cascade Construction Co.
Contract number 5055
Date of contract Oct. 10, 1957
Specified work days 90
Date work started Jan. 3, 1958
Work days used 74
Project authorization $ 82,570.88
Per cent of time elapsed 82.2 %
Exclusive of engineering $ 77,765.84
Estimated cost of completed project, exclusive of engineering $ 77,065.52
Estimated per cent overrun or underrun 0.9 %
Per cent of contract completed, based on total contract price 100.0 %
Engineering authorization $ 4,805.04
Engineering cost to date $ 5450, 113.4 %
Date project was completed Sept. 15, 1958

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Submitted semi-final estimate to Division Office Thursday Oct. 30th.

CONSTRUCTION DIVISION
RECEIVED
NOV 3 1958
NOTED-- CE ACE ACE CO.

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed James Don
James Don, Resident Engineer
Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 0.15 | 0.15 | | | 0.48 |
| Miles partially completed | | | | | |
| Miles completed | 0.15 | 0.15 | | | 0.48 |
| Total estimated quantities (contract) | All | 1,600 CY | | | 1,000 T |
| Total quantities corrected to date | All | 1,175 CY | | | 1,000 T |
| Estimated quantities moved or placed to date | 100 % | 1,175 CY | | | 1,000 T |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers .........., Compaction rollers .........., . . . . .........., . . . . .........., . . . . ..........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

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SEP 30 1958
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[illegible]

5055

October 1, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 11, 1958, on Contract No. 5055, Hancock St.-Multnomah St. and Stephens St. Section, in Multnomah County, in connection with Federal Aid Project No. U-130(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CC: Clarence G. Jensen

DBP:lmw

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APR 4 1958
FOR FILING

U-130 (8)

5055

April 3, 1958

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 285 covering moving hydrants and meters on the Hancock St.-Multnomah St. and Stephens St. (Portland) Section of the Pacific East (Northbound) Highway in Multnomah County, Contract No. 5055, in connection with Federal Aid Project No. U-130(8).

This work is necessary to clear for construction. The obligation of the State to reimburse the City of Portland is established by agreement, copies of which are attached hereto. Copies of the estimate of the City are also attached. Work is to be done by the City of Portland.

Your approval of this order under the provisions of PPM 30-4 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

FORM E-123X 50M 1-58

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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APR 4 1958
FOR FILING

U-130(7)

5156

NOTED
W. C. WILLIAMS

April 2, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Project Agreement for Hancock St. &
Stephens St. Section
Project U-130(7) 08:35
Pacific Highway East
Portland - Multnomah County

Dear Mr. Polk:

I refer to your letter of March 17, 1958 concerning the right of was estimate for the above project. As all right of way, except one parcel, is now acquired, a closer check of the actual right of way cost can now be made. It appears that our original figure of $80,900.00 is possibly $500.00 or so over-estimated. I am unable to explain the $25,000.00 figure, and as far as I can determine, it did not originate in this Department.

File 26864

| | | |
|---|---|---|
| Land - 501 sq. ft. @ $3.50 | $1,753.50 | |
| Building - 4500 sq. ft. @ $7.05 | 31,750.00 | |
| Severance Damage | 7,000.00 | |
| | | $40,503.50 |
| Salvage items | | - 395.00 |
| Net total | | $40,108.50 |

File 26866

| | | |
|---|---|---|
| Land - 717 sq. ft. @ $2.00 | $ 1,434.00 | |
| Building - 2000 sq. ft. @ $2.50 | 5,000.00 | |
| Severance Damage | 2,066.00 | |
| Net total | | $ 8,500.00 |

File 26865

| | | |
|---|---|---|
| Land - 734 sq. ft. @ $1.50 | $ 1,101.00 | |
| Easement - 597 sq. ft. | 949.00 | |
| Landscaping | 200.00 | |
| Net total | | $ 2,250.00 |

File No. 26871

This parcel is under condemnation - the following is based on Right of Way Department appraisal:

| | | |
|---|---|---|
| Land - 5,487 sq. ft. @ $2.50 | $ 13,717.50 | |
| Severance damage | 2,000.00 | |
| Net total | | $15,717.50 |

This appraised amount can be reduced $9,000.00 by constructing a retaining wall and reducing the taking.

| | |
|---|---|
| Cost of dismantling buildings | $ 6,800.00 |
| Acquisition expense | 4,500.00 |
| Allowance for possibility of verdict exceeding appraisal on file 26871 | 2,500.00 |
| | $80,376.00 |

Very truly yours,

R. L. PORTER
Right of Way Engineer

RLP:IH
cc: W. C. Williams
S. H. Probert

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FOR FILING
U 130
5-5

Salem, Oregon
April 2, 1958

Increase in Authorization
Contract No. 5055

Mr. James Don
Resident Highway Engineer
Box 4699
Portland, Oregon

This is to advise you that at its meeting March 27, 1958, the Highway Commission approved an increase of $15,000.00 in project authorization on Contract No. 5055, Hancock St.-Multnomah St. & Stephens St. (Portland) Section in Multnomah County.

The new construction authorization is $82,570.88. This amount should be used in all future reports.

S. H. Probert
Office Engineer

DHP:ia

cc: A. G. Skelton

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MAR 19 1958
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5055

March 14, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of February 26, 1958, requesting justification for the construction of a retaining wall under Price Agreement No. 1, Contract No. 5055, Hancock-Multnomah Sts. and Stephens St. on the Pacific East (Northbound) Highway in Multnomah County, Project U-130(8).

In that regard, I quote from a letter from R. L. Porter, our Right of Way Engineer:

"This is one of those cases where there is a wide divergence of opinion as to the value of a proposed slope easement. One appraiser, Harry W. Stepp, indicates it has a value of $2,200.00; another appraiser, Jeffrey Holbrook, indicates that it has practically no value. Our own staff appraiser, D. A. Williams, feels that it has the same value as the fee taking; namely, $2.50 per sq. ft., or a total of $9,225.00.

"I have again reviewed the appraisals; I am inclined to agree with our own staff appraiser, for the following reason: A slope easement gives the State the right to go upon the easement area described, and construct and maintain a slope which, in turn, gives lateral support to the highway. While it is true that the property owner can make use of this area, he must govern his use so as not to impair the State's right in it. If he should attempt to excavate through the fill slope, he would be required to support the highway by some other means. The only practical way, of course, to do this is by the construction of a retaining wall or basement wall. In order to reduce the damages to a minimum, it was our trial attorney's opinion that we should construct a wall rather than condemn the slope easement."

I concur in the opinion of the trial attorney, that we should construct a wall rather than condemn the slope easement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:ia

FORM 230—50M—2-57—1476

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 7, 1958

SUBJECT: State vs. Morehouse - L-2871; R-26871
Hancock St.-Stephens St. One-way Couplet
Multnomah County

To: Mr. S. H. Probert
Office Engineer
OFFICE

Reference is made to Mr. Polk's letter of February 26 concerning our request for Federal Aid on the cost of a retaining wall that was built to protect property covered by the above file.

This is one of those cases where there is a wide divergence of opinion as to the value of a proposed slope easement. One appraiser, Harry W. Stepp, indicates it has a value of $2,200.00; another appraiser, Jeffrey Holbrook, indicates that it has practically no value. Our own staff appraiser, D. A. Williams, feels that it has the same value as the fee taking; namely, $2.50 per sq. ft., or a total of $9,225.00.

I have again reviewed the appraisals; I am inclined to agree with our own staff appraiser, for the following reason: A slope easement gives the State the right to go upon the easement area described, and construct and maintain a slope which, in turn, gives lateral support to the highway. While it is true that the property owner can make use of this area, he must govern his use so as not to impair the State's right in it. If he should attempt to excavate through the fill slope, he would be required to support the highway by some other means. The only practical way, of course, to do this is by the construction of a retaining wall or basement wall. In order to reduce the damages to a minimum, it was our trial attorney's opinion that we should construct a wall rather than condemn the slope easement.

This is another case where the Bureau is asking for justification, and I don't know that the above explanation is satisfactory; however, it is the facts as I see them.

R. L. Porter

R. L. PORTER
Right of Way Engineer

RLP:IH
(in duplicate)
Enclosure
Mr. Probert's file

26871

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08:35

February 26, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Before we can act on your request for approval of Price Agreement No. 1 on Project U-130(8), Hancock-Multnomah Streets and Stephens Street in Portland, we will need a justification for the expenditure of $7,933.00 for constructing a retaining wall. According to data in Legal file - 2871 (Parcel 26871) a retaining wall can be built for approximately $7,000.00 whereas the cost of the slope easement would be $10,000.00. Our division appraiser has reviewed the appraisals concerning the value of the easements and found the following:

1. Harry Stepps' appraisal of August 21, 1957 does not provide a breakdown of the value of the easement.
2. Jeffery Holbrook's appraisal of Nov. 21, 1957 states, "The slope easement is not considered to be an impairment of the use of the property ..........." No allowance was made for the slope easement.
3. D. A. Williams appraisal of Aug. 2, 1957 allows $9,225.00 for an easement of 3690 sq. ft. plus $2,000.00 severance damages. However, his report states, "This easement, it is assumed, can not be used by the owner so damages may be equal to land value."

The original condemnation complaint filed with Multnomah County states "The plaintiff is not seeking to acquire fee simple title to the land of which this easement is to be taken, nor to prevent the owner, its successors or assigns, from the full use and domain thereover, provided, however, that such use of owner shall not be permitted to interfere with the use for which this easement is taken." It appears that Mr. Williams' appraisal assumes the easement can not be used by the owner. It will be necessary that a justification be provided indicating the cost of the retaining wall is less than the cost of the easement. Possibly your files contain additional appraisal data not noted by our appraiser.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

RECEIVED
FEB 27 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2.50 [illegible]

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1958

**SUBJECT:** Hancock, Multnomah, and
Stephens Streets Section
Pacific Highway East
Contract No. 5055

**To:** Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I am forwarding herewith Price Agreement No. 1 in the amount of $7,933 which covers the construction of a retaining wall at the former site of the Morehouse Glass property. This wall is intended to minimize the amount of land taken for a slope easement.

The Legal Department advised that the cost of a slope easement on this property would be roughly $10,000. The total cost of this wall will be slightly under $8,500. It is therefore thought that there is considerable advantage in building the wall. The prices shown on the agreement have been o.k.'d by our Cost Section. It is therefore recommended that this price agreement be approved as submitted.

Work has already started under this agreement. This price agreement, along with some building removal, was unanticipated and will cause an overrun which will be submitted separately.

Tom Edwards
Construction Engineer

by

L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

Form A-1[illegible]

OREGON STATE HIGHWAY DEPARTMENT

# Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Hancock - Multnomah Sts. & Stephens St.
Date January 6 1958
Highway Pacific East (Northbound)
Contract No. 5055
County Multnomah
Prefix 26-1091
Contractor Cascade Construction Co.
F. A. Project No. U - 130 (8)
Address Foot of S. W. Abernathy St., Portland 1, Oregon
Price Agreement No 1

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer

Work to be done:

Construct retaining wall.

Locations by station numbers: 103+51.70 ✓ to 105+42.55 ✓ (Sta. [illegible] 51)

Names of pay items, estimated quantities and agreed prices:

| | | |
|---|---|---|
| 1. | Class "A" Concrete, 60 cu.yds. @ $ 77.00 | $ 4620.00 |
| 2. | Reinforcing steel, 8000 lbs @ $ 0.17 | 1360.00 |
| 3. | Structural excavation, 75 cu.yds. @ $ 9.30 | 697.50 |
| 4. | Metal hand rail, 135 lin. ft. @ $ 9.30 | 1255.50 |
| | | $ 7933.00 |

Specifications, basis of measurement and other provisions:

Change in specifications. Construct as per Bridge Department plans, Drawings Nos. 13895 and 13896. Standard Specifications apply. Wall necessary to confine fills within limits of right-of-way. Work has not been done.

**INSTRUCTIONS**

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization $ 67,570.88
Present estimate of project cost, including $ 7933.00 for work under this order $ 79,301.04 [illegible]
Expected ~~under-run~~ over-run (amount) $ 11,730.16 [illegible]
Expected [redacted] over-run (per cent) 17.36 21.73

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer
Signed: Contractor
Approval Recommended: Division Engineer
Approval Recommended: Construction—Bridge—Engineer
Approved: State Highway Engineer

State Printing [illegible]

RECEIVED
MAR 13 1958
FOR FILING

[illegible]

5855

March 12, 1958

Mr. Fred Fowler
Highway Engineering Coordinator
Office of Director of Public Works
City Hall
Portland, Oregon

Dear Mr. Fowler:

I have discussed with Mr. Crandall your letter of March 6 and attached correspondence setting forth additional work that is necessary in coordinating the signalization of the Union-Grand couplet and requesting approval of the work as a part of our cooperative agreement covering this over-all project.

The additional work involves the installation of ten new controllers as replacements for existing controls installed in 1942 which are obsolete and have been discontinued by the manufacturers, plus additional interconnect circuit, with the total cost of this additional work estimated at $5,727.72. It is understood that the cost of this additional work, plus the work that has already been completed, will be well within the limits of the $52,000 total estimated cost as set forth in the project agreement.

The additional work appears to be in order and you may consider this letter as an approval for you to proceed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. J. Weller
Traffic Engineer
City Hall, Portland

Mr. W. C. Williams
Mr. F. B. Crandall

FBC:dp:gm

**WILLIAM A. BOWES**
COMMISSIONER
**DEPARTMENT OF PUBLIC WORKS**

B. J. LINDSTEDT
ASSISTANT TO COMMISSIONER

F. T. FOWLER
HIGHWAY ENGINEERING
CO-ORDINATOR

**CITY OF PORTLAND**
**OREGON**

March 6, 195[illegible]

Mr. F. B. Crandall
Traffic Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Transmitted herewith is a copy of a communication from Mr. Wel[illegible], Traffic Engineer, relative to the need for additional installation of signal equipment on the Union - Grand Couplet in the City of Portland.

This matter has been discussed with Mr. He[illegible], and it is mutually agreed that the installation is essential to the proper progression of traffic on this section of the State highway. Since this work was not included in the original agreement, and since it can be completed within the original estimated cost of $52,000.00, the City is agreeable to the extension of the project to cover this extra work.

Your letter of approval will be our order to proceed with the work and to bill the State Highway Department for 50% of the cost.

Yours very truly,

Highway Engineering Co-ordinator

FTF:vb

RECEIVED
MAR 10 1958
TRAFFIC ENGINEER

CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

*From Dept. of* [illegible]

*To Dept. of* [illegible]

*Addressed to* [illegible]

*Subject* [illegible]

[illegible]

[illegible] ed in 194[illegible] [illegible]

[illegible] ration during [illegible]

| | |
|---|---|
| Material for interconnection | [illegible] |
| Labor for interconnection | [illegible] |
| 10 [illegible] single-dial controllers<br>@ 456.48 ea. | 4,[illegible] |
| Labor for controller [illegible]<br>@ 10.00 ea. | [illegible] |

ok
J.A. Hall
3-5-58

FORM 2-123X 50M 2-57

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
~~H. B. GLAISYER, SECRETARY~~
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
MAR [illegible] 1958
FOR FILING

11 (30 (8)

5755

March 12, 1958

NOTED
W. C. WILLIAMS

Mr. Fred Fowler
Highway Engineering Coordinator
Office of Director of Public Works
City Hall
Portland, Oregon

Dear Mr. Fowler:

I have discussed with Mr. Crandall your letter of March 6 and attached correspondence setting forth additional work that is necessary in coordinating the signalization of the Union-Grand couplet and requesting approval of the work as a part of our cooperative agreement covering this over-all project.

The additional work involves the installation of ten new controllers as replacements for existing controls installed in 1942 which are obsolete and have been discontinued by the manufacturers, plus additional interconnect circuit, with the total cost of this additional work estimated at $5,727.72. It is understood that the cost of this additional work, plus the work that has already been completed, will be well within the limits of the $52,000 total estimated cost as set forth in the project agreement.

The additional work appears to be in order and you may consider this letter as an approval for you to proceed.

Very truly yours,

W. C. Williams
State Highway Engineer

By Original signed
G. S Paxson

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. J. Weller
Traffic Engineer
City Hall, Portland

Mr. W. C. Williams
Mr. F. B. Crandall

RECEIVED
MAR 11 1958
FOR FILING

U-130(8)

[illegible]

March [illegible]

Oregon State Highway Commission

Gentlemen:

It has become evident that we are going to overrun the project authorization on the [illegible] Street-Multnomah Street and Stephens Street project on the Pacific Highway in Portland, Contract No. [illegible].

At the time of advertising this project, all right of way matters had not been settled, but, as it was necessary to expedite the work so that the one-way street couplet on Union and Grand could be put into operation, bids were taken and the contract awarded. Subsequent right-of-way negotiations and the further fact that a fire occurred in one of the buildings involved made necessary the demolition of that building and construction of a retaining wall not originally anticipated. The cost of these items totals $[illegible].

In view of the above, it is recommended that the project authorization for this job be increased $15,000, or 21.7 per cent.

This matter will be on the agenda for your consideration at the meeting March [illegible].

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. S. H. Probert
Mr. C. H. Maison

FC:me hi

FORM E-30 80M 8-57—0083

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1958

SUBJECT: Hancock, Multnomah, and
Stephens Streets
Pacific Highway East
Contract No. 5055

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I am forwarding herewith a Report on Expected Overrun of Project Authorization on the subject named project. This overrun is in the amount of $14,683 or 21.7 per cent. It has been occasioned by the removal of buildings under the contract in the amount of $6,750 which were originally anticipated to be disposed of by the Right of Way or Legal Departments. It also became evident, after the job was underway, that if we were to construct a retaining wall at the site of the Morehouse Glass Company, the cost of which would be approximately $8,000, it would in all probability be cheaper than purchasing a slope easement on this property as the slope easement was estimated to cost $10,000 by our Legal Department. The money requested in this overrun will result in a corresponding saving in right of way costs.

It is therefore recommended that this request for overrun be approved. I am attaching hereto for your consideration a suggested rough draft of a letter to the Highway Commission for this purpose.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

Young
See mp

RECEIVED
JAN 31 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR FILING

08:35

February 26, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Before we can act on your request for approval of Price Agreement No. 1 and Project U-130(8), Hancock-Multnomah Streets and Stephens Street in Portland, we will need a justification for the expenditure of $7,933.00 for constructing a retaining wall. According to data in Legal file - 2871 (Parcel 26871) a retaining wall can be built for approximately $7,000.00 whereas the cost of the slope easement would be $10,000.00. Our division appraiser has reviewed the appraisals concerning the value of the easements and found the following:

1. Harry Stepps' appraisal of August 21, 1957 does not provide a breakdown of the value of the easement.
2. Jeffery Holbrook's appraisal of Nov. 21, 1957 states, "The slope easement is not considered to be an impairment of the use of the property ..........." No allowance was made for the slope easement.
3. D. A. Williams appraisal of Aug. 2, 1957 allows $9,225.00 for an easement of 3690 sq. ft. plus $2,000.00 severance damages. However, his report states, "This easement, it is assumed, can not be used by the owner so damages may be equal to land value."

The original condemnation complaint filed with Multnomah County states "The plaintiff is not seeking to acquire fee simple title to the land of which this easement is to be taken, nor to prevent the owner, its successors or assigns, from the full use and domain thereover, provided, however, that such use of owner shall not be permitted to interfere with the use for which this easement is taken." It appears that Mr. Williams' appraisal assumes the easement can not be used by the owner. It will be necessary that a justification be provided indicating the cost of the retaining wall is less than the cost of the easement. Possibly your files contain additional appraisal data not noted by our appraiser.

Very truly yours,

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

Original to Mr [illegible]

RECEIVED
FEB 24 1958
FOR FILING

U 130 (8)

5055

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 21, 1958

SUBJECT:

To: Mr. A. C. Skelton
Division Engineer
State Highway Department
Portland, Oregon

The sub-contract between the Cascade Construction Company and Pacific Concrete Company covering Items 11 through 17 inclusive on the Hancock St., Multnomah St. and Stephens St. Contract, No. 5055, Oregon U-130 (8) is approved and you may so inform the interested parties.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmh

cc: Forrest Cooper
C. G. Polk (2)

This is the second sub-contract on this project and amounts to $3,995 or 16.5% of the total contract amount. Total sub-contract to date amounts to $10,460 or 43.1% of the contract amount.

NOTED
FORREST COOPER

RECEIVED
FEB 21 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 21 1958
FOR FILING
U 130 (8)
5055

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
February 20, 1958

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

The sub-contract between the Cascade Construction Company and Parker-Fuhrman Company covering Items 1 through 10 inclusive on the Hancock St., Multnomah St. and Stephens St. Contract, No. 5055, Oregon U-130 (8) is approved and you may so inform the interested parties.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmb

cc: Forrest Cooper
C. G. Polk (2)

This is the first sub-contract on this project amounting to $6,465 or 26.7% of the contract amount.

NOTED
FORREST COOPER

RECEIVED
FEB 21 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 3 - 1958
FOR FILING

January 31, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering removal of a building, and retaining wall below required removal elevation on the Hancock Street-Multnomah Street and Stephens Street Section of the Pacific East (Northbound) Highway in Multnomah County, Contract No. 5055, in connection with Federal Aid Project No. U-130(8).

Due to construction of the retaining wall, under price agreement No. 1, it is necessary to remove a portion of the office of the Morehouse Glass Company, left in place as being clear of construction.

It is also necessary to remove a section at each end of the existing retaining wall for footing of the new wall. The contractor was required to remove the wall one foot below the finished surface, which is not sufficient depth for footings of the new wall where the ends will be in the same location.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

RECEIVED
FEB 3 - 1958
FOR FILING

January 31, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the State's share of flagging costs on the Hancock St.-Multnomah St. and Stephens St. Section of the Pacific East (Northbound) Highway in Multnomah County, Contract No. 5055, in connection with Federal Aid Project No. U-130(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:ia

Form No: E-372—10M—7-46 *Files*　　　　　　　　　　　　*U-130(8)*
*5055*

OREGON STATE HIGHWAY DEPARTMENT

# Report on Expected Over-run of Project Authorization

Project Name Hancock - Multnomah Sts. and Stephens St.　Date January 16, 19 58

Highway Pacific East (Northbound), (Portland)　Contract No. 5055

County Multnomah　Kind of Work Grading and Paving　Contractor Cascade Construction Co.

Contract Amount $ 24,263.00

Expected over-runs and under-runs in contract items:　Quantity　Unit Price　Amount

Major items, itemized: None

Minor items, unitemized algebraic total None

Subtotal $ None

Approved work orders (Price, extra work and state force orders) (some of these orders not yet approved) $ 50,483.00

Expected over-runs and under-runs in work orders:　Amount

Major items, itemized: None

Minor items, unitemized algebraic total None

Subtotal $ None

Authorization for engineering $ 4,805.04

Expected over-run or under-run of engineering authorization $ None

Costs not included above (explain) $ None

Allowance for future contingencies (——% of work remaining) (original authorized allowance) $ 2,702.84

Credits to come from transfers and deductions $ None

Present estimate of project cost $ 82,253.88

Brief Statement of principal causes of over-run: Removal of buildings and old retaining wall, and construction of new retaining wall. None of these items are in the original contract. Request original contingencies to remain in contract to cover other items not anticipated.

**INSTRUCTIONS**

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

| | |
|---|---|
| Project authorization | $ 67,570.88 |
| Present estimate of project cost | $ 82,253.88 |
| Expected over-run (Amount) | $ 14,683.00 |
| Expected over-run (per cent) | 21.73 |

Space to right of this line is for use of Salem office.

Submitted by: James Do　Resident Engineer

Confirmed by: C E Johnson　Assistant Division Engineer

Noted by: ______ Construction or Bridge Engineer

Noted by: ______ Deputy or Assistant State Highway Engineer

State Printing 80710

[illegible]

5055

## OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 31, 1957

SUBJECT: Union-Grand Avenue One-Way Couplet
Portland

To: MEMO TO FILE

In discussion with Mr. Fowler and Mr. Bergstrom of the Portland Bureau of Traffic Engineering on December 19, this office determined that it is planned to open the Stephens-Hancock Section of the Union-Grand Avenue One-Way Couplet at 6:00 a.m., Sunday, January 5, 1958.

Mr. Bergstrom advised that traffic signal work has been completed. He has made contact with Mr. Widdows and arrangements were made to review signing on December 27 to take care of traffic lining and other matters.

F. B. Crandall
Traffic Engineer

JAH:njs

cc: G. S. Paxson
W. O. Widdows
A. G. Skelton

NOTED
G. S. PAXSON

RECEIVED
DEC 31 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 12 1957
FOR FILING

file

08-35

December 6, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-130(8)
Hancock Street-Multnomah & Stephens
Street Section, Pacific East Highway
Order for State Force Work dated
November 6, 1957

Dear Sir:

The special provisions, subject contract, state that the work of removing existing buildings, other than those having less than 600 square feet of enclosed area, are to be removed by others. This is the usual provision found in practically all contracts and, in approving the P. S. and E. documents, we assumed the work of building removal would be handled in the customary manner.

Therefore, in the absence of any showing that competitive bids were invited directly from house moving and wrecking establishments, numerous in the Portland area, we cannot approve the order. Our decision was also influenced by lack of a showing that your Department has the specialized equipment and trained personnel to perform the work most efficiently.

All copies of the work order are returned herewith.

Very truly yours,

C. G. Polk
Division Engineer

By:

E. H. Cowan
Acting Division Engineer

Original referred to Mr. Probert with notation: "Please discuss with Polk to see if proper conditions can be met for Federal participation. Bids were asked.

/s/ Cooper

Attachments

RECEIVED
NOV 22 1957
FOR FILING
U-130(8)

November 15, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 266 covering removal of three buildings on the Hancock St.-Multnomah and Stephens Street Section of the Pacific East (Northbound) Highway in Multnomah County, Contract No. 5055, in connection with Federal Aid Project No. U-130(8).

This work is necessary to clear for construction. The contractor is not equipped to do the work, and his estimate for moving the Morehouse Glass Co. and Postman Buildings by others, was $9,000.00. The Lister Building would still have to be moved at an estimated cost of $1,650.00. The total amount of this order is $6,500.00 with federal participation of $3,900.00.

Your approval of this order on force account basis with state forces is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

Encl.
DBP:cr

RECEIVED
OCT 14 1957
FOR FILING

ORGEON DISTRICT
(U-130(8))
File
5055

DEPARTMENT OF COMMERCE
**BUREAU OF PUBLIC ROADS**
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

October 10, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project U-130 (8), Hancock Street-Multnomah Street and Stephens Street (Portland), Pacific Highway East (Northbound), we hereby concur as of this date in award of Contract No. 5055 to Cascade Construction Company of Portland, Oregon, low bidder in the amount of $24,263.00 at the August 30, 1957 bid opening.

Very truly yours,

C G Polk
C. G. POLK
Division Engineer

RECEIVED
OCT 11 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 16 1957
FOR FILING

[illegible]

[illegible]

October 10, 1957

Cascade Construction Company
Foot of S. W. Abernathy Street
Portland 1, Oregon

Gentlemen:

The State Highway Commission on September 12, 1957 accepted your proposal which was submitted on August 30, 1957 for the Hancock St.-Multnomah St. and Stephens St. (Portland) Grading and Paving Project on the Pacific Highway East (northbound), on Grand and Union Avenues in Portland, Multnomah County, for the sum of $24,263 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5055.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington
Attn: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

R. G. Savage (SIAC)
Tom Edwards
S. H. Probert

NOTED
J. Mc C.

RECEIVED
SEP 23 1957
FOR FILING

[illegible]

[illegible]

P

File

Salem, Oregon
September 18, 1957

Mr. C. G. Swenson
City & County Relations Dept.
Office

MISC. CONTRACTS and
AGREEMENTS No. 1795

Attention: Mr. John D. Graham
Office Engr., City & County Relations

Attached hereto is a conformed copy of an agreement with the City of Portland covering the construction of a one-way couplet on Union Avenue and Grand Avenue, Pacific Highway East in the City of Portland.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and two fully executed copies have been sent to the City of Portland.

Secretary

rn
Attach: 1

RECEIVED
SEP 17 1957
FOR FILING

Cross Referenced To:
Maint
Traffic
Routing
Portland

September 16, 1957

Mr. Paul C. Northrop
Multnomah County Roadmaster and Engineer
2115 S. E. Morrison
Portland 15, Oregon

Dear Mr. Northrop:

With the forthcoming opening of the Union-Grand Avenue one-way couplet (US99E) we are giving thought to signing that will be required for proper direction of traffic on the highway couplet in the vicinity of the east end of both the Morrison and Hawthorne bridges. The directional sign installations that we would provide on the highway route proper would not properly care for the more or less localized traffic moving off of the bridge ramps, et cetera, and possibly your office and the City officials have already given some thought to provision for such needs.

We have indicated on the attached drawing our thoughts regarding an adequate 100 per cent directional signing job that would care not only for the sign installations on our highway proper but, in addition, installations on the bridge approaches.

Considering a complete and adequate signing job that will properly care for the direction of traffic with regard to highway local movement, I would like your consideration looking to a cooperative arrangement between the three parties interested; namely, the State, County, and City. In this direction I suggest that County and City agencies care for the sign bridge installations called for on the attached plan, with our Department caring for the fabrication and installation of all signboards. With regard to the sign bridges, I am sending a plan previously installed by our Department on Harbor Drive indicating the type of thing I had in mind. Such sign bridges for the bridge locations would, of course, have to be modified with regards to span lengths, pole attachments, et cetera.

I will appreciate hearing from you as to your reaction to the suggested sign installations and the matter of installation on a cooperative basis as outlined.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

Encl.

cc Mr. William Weller    Mr. W. C. Williams
Mr. Fred Fowler    Mr. F. B. Crandall
FBC:eh fn

RECEIVED
AUG 1957
~~FOR FILING~~

OREGON DISTRICT
U-130(8)

5055
08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

August 15, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project U-130(8), Hancock Street-Multnomah Street and Stephens Street Section (Portland) of the Pacific Highway East. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. Polk
Division Engineer

By
E. H. Cowan
E. H. Cowan
Acting Division Engineer

RECEIVED
AUG 2? 1957
FOR FILING

Office of City Auditor

11-150(9)

2055

COPY FOR MR. Cooper
From H. B. Glaisyer, Secretary

WILL GIBSON
CITY AUDITOR

CITY OF PORTLAND
OREGON

August 14, 1957

Mr. H.B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Please be advised that the City Council placed on file the notice from the State Highway Department of a proposed project known as the N.E. Hancock Street, N.E. Multnomah Street, and S.E. Stephens Street Section of the Pacific Highway East (northbound), inasmuch as no requests for a public hearing have been received within the time limit specified.

Yours very truly,

Will Gibson
Auditor of the City of Portland

RLM:jr
Cal 3749-1

G.P. states that
this is closed - file
Cooper

RECEIVED
AUG 15 1957
OFFICE OF
STATE HIGHWAY ENGINEER

CERTIFIED MAIL

July [illegible], 1957

Hon. Terry D. Schrunk, Mayor
City Hall
Portland, Oregon

Dear Sir:

The State Highway Commission plans to call for bids in the near future for construction of a [illegible] [illegible] on Union and Grand Avenues in the city of Portland. The project is to be known as the Hancock Street-Multnomah Street and Stephens Street (Portland) Section of the Pacific Highway East (Northbound). The portion of the project to be constructed is shown colored in red on the attached map.

This notice is given in conformance to Section 116(c), Federal Highway Act of 1956, which provides for opportunity for a hearing to be given as follows: "Any State highway department which submits plans for a Federal-aid highway project involving the by-passing of or going through, any city, town, or village, either incorporated or unincorporated, shall certify to the Commissioner of Public Roads that it has had public hearings or has afforded the opportunity for such hearings, and has considered the economic effects of such a location."

Also, ORS 373.015 states that: "Before the State Highway Commission acquires within any incorporated city any new rights-of-way or relocates or abandons any existing state highway within any incorporated city, the secretary of the Commission shall by letter notify the Mayor of such city of the action contemplated by the Commission, and if any remonstrances or objections thereto are made by the Mayor or the Council within ten days after receipt of such letter, the Commission or its designated representative, shall hold a public hearing at the city hall in such city, after having first given written notice thereof to the Mayor at least ten days prior thereto, and, at such public hearing, persons who favor or oppose the contemplated action shall be given an opportunity to be heard."

In conformance with the Federal regulations, the Highway Commission will have a notice announcing the proposed project published in the Oregonian and the Oregon Journal. The Bureau of Public Lands requires that this notice appear for two successive weeks, so this notice will appear in the July 30 and August 6 issues of both papers. This notice is to inform interested persons of the proposed project and to afford them an opportunity to request a hearing if they so desire. Such hearings are generally held in the council chambers of the city hall. The notice will contain information asking that requests for a hearing be directed to the Portland City Council. The deadline for such a request has been set as August 9.

A reply as to whether or not any requests for a hearing are received would be appreciated not later than August 11, 1967.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CGP:mm

Att.

cc: Commissioners - 3
B.P.R.
Legal Division
Forrest Cooper
County & City Relations

RECEIVED
JUL 24 1957
FOR FILING

July 23, 1957

Oregon State Highway Commission

Gentlemen:

A project which will allow us to put into effect the Grand Avenue-Union Avenue one-way couplet between Hancock Street and Stephens Street in Portland should be constructed within the next two months. I am attaching a copy of a map on which the details are indicated, and, inasmuch as it will be necessary to acquire some right of way and make other changes, it is my recommendation that the Highway Commission approve the survey, grant authority for the acquisition of right of way, and approve the cost breakdown, as follows:

| | |
|---|---|
| Construction - - - - - - - - - - - - - - - - - - - - | $ 38,000 |
| Right of way - - - - - - - - - - - - - - - - - - - | 25,000 |
| Signals - - - - - - - - - - - - - - - - - - - - - | 52,000 |
| | $115,000 |

Participation in cost:

| | |
|---|---|
| Construction - State and Federal Aid | $ 30,000 |
| State (resurfacing) | 8,000 |
| Right of way - State and Federal Aid | 25,000 |
| Signals - City of Portland | 26,000 |
| State | 26,000 |
| | $115,000 |

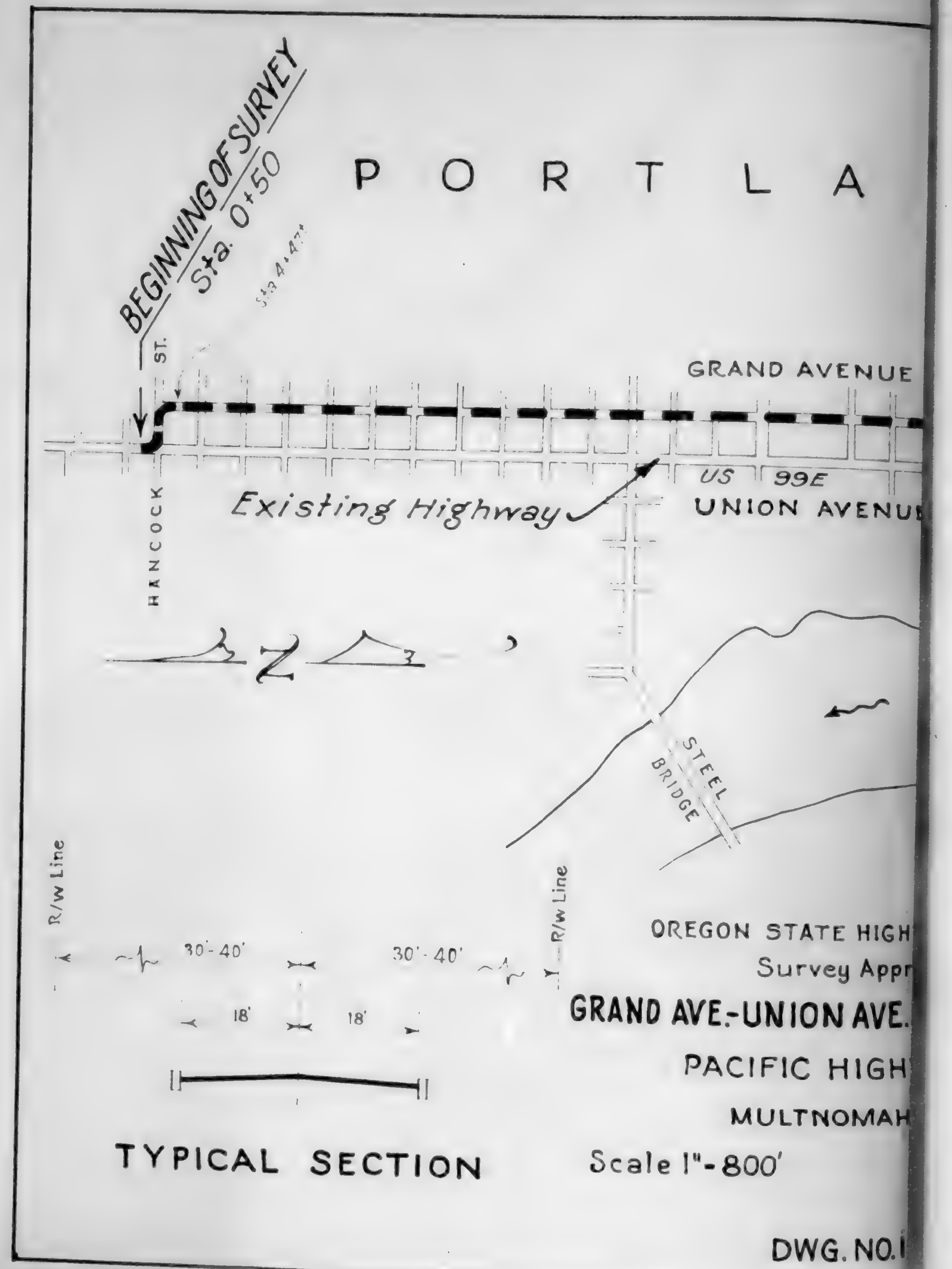
This matter will be on the agenda for your consideration at the August 8-9 meeting.

Very truly yours,

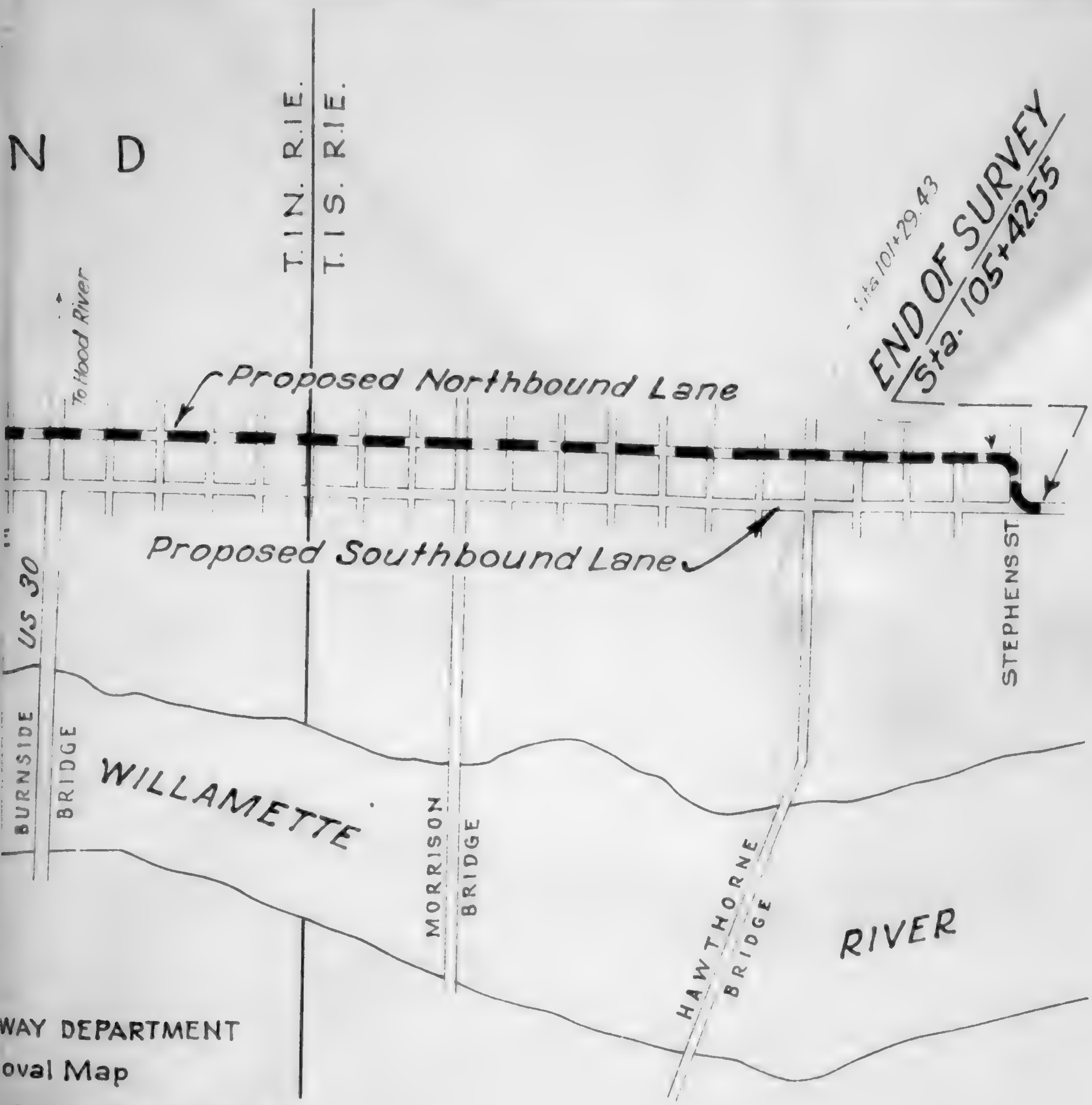
W. C. Williams
State Highway Engineer

Encl.
cc Mr. Tom Edwards
Mr. R. L. Porter
Mr. C. H. Maison

FC:me fn


BEGINNING OF SURVEY
Sta. 0+50
Sta 4+47±
P O R T L A
GRAND AVENUE
HANCOCK ST.
US 99E
UNION AVENU
Existing Highway
STEEL BRIDGE
R/w Line
R/w Line
30'-40'
30'-40'
18'
18'
TYPICAL SECTION
OREGON STATE HIGH
Survey Appr
GRAND AVE.-UNION AVE.
PACIFIC HIGH
MULTNOMAH
Scale 1"-800'
DWG. NO. 1

IR-5-1042


N D
T.1N. R.1E.
T.1S. R.1E.
To Hood River
Proposed Northbound Lane
Sta. 101+29.43
END OF SURVEY
Sta. 105+42.55
Proposed Southbound Lane
US 30
STEPHENS ST.
BURNSIDE
BRIDGE
WILLAMETTE
MORRISON
BRIDGE
HAWTHORNE
BRIDGE
RIVER

WAY DEPARTMENT
oval Map

**ONE-WAY COUPLET**

WAY EAST

COUNTY

July 1957

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date July 19, 1957

*For details see Dwg. No. 8B-5-22, June 1957*

R-5-1042

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[illegible]

[illegible]

Salem, Oregon
July 22, 1957

BPR approval of right of
way purchase.

R. L. Porter
Right of Way Engineer
Office

Purchase of rights of way for the below named section was authorized by the Bureau of Public Roads as of July 16, 1957.

Union Avenue-Grand Avenue one-way couplet
from Hancock St. to Stephens St. in the
city of Portland.

The right of way prefix is 26-2505.

S. H. Probert
Office Engineer

SHP:ia

RECEIVED
APR 23 1957
FOR FILING

U-13

[illegible]

Cross Referenced To:
Maint
Traffic
Routing
Portland

April 22, 1957

6512

Mr. Fred Fowler
Highway Engineering Coordinator
Bureau of Public Works
City Hall
Portland, Oregon

Dear Mr. Fowler:

Reference is made to your letter of February 21 to Mr. W. C. Williams regarding the establishing of one-way traffic routing on Union and Grand Avenues in the city of Portland. In preparing the agreement which we will enter into for this project, one portion treats with the signalization of certain street intersections.

Representatives of our respective Traffic Engineering Divisions have discussed informally the signalization of certain key intersections throughout the limits of the over-all project. It is our understanding that existing and proposed traffic signals are to be as follows:

EXISTING SIGNALS TO ADJUST TO ONE-WAY TRAFFIC

| On S. E. Union Avenue at: | On S. E. Grand Avenue at: |
|---|---|
| S. E. Clay Street | S. E. Hawthorne Boulevard |
| S. E. Stark Street | S. E. Belmont Street |
| S. E. Ankeny Street | S. E. Morrison Street |
| E. Burnside Street | S. E. Stark Street |
| | E. Burnside Street |

| On N. E. Union Avenue at: | On N. E. Grand Avenue at: |
|---|---|
| N. E. Couch Street | N. E. Glisan Street |
| N. E. Glisan Street | N. E. Oregon Street |
| N. E. Oregon Street | |
| N. E. Holladay Street | |
| N. E. Wasco Street | |
| N. E. Broadway | |

PROPOSED TRAFFIC SIGNALS FOR ONE-WAY TRAFFIC

On N. E. Union Avenue at:
N. E. Weidler Street

On S. E. Grand Avenue at:
S. E. Clay Street
N. E. Madison Street
N. E. Ankeny Street

On N. E. Grand Avenue at:
N. E. Couch Street
N. E. Holladay Street
N. E. Wasco Street
N. E. Weidler Street
N. E. Broadway

In the preliminary discussions your Traffic Engineering Bureau suggested the installation of traffic signals on N. E. Union Avenue at N. E. Davis Street and N. E. Grand Avenue at N. E. Everett Street. We do not feel that traffic signals are necessary at these two locations, and therefore they should not be a part of the over-all traffic signal installation.

So that we may include it in our agreement, it would be appreciated if you could favor us with the total estimated cost for this work, setting forth all work to be done south of and including N. E. Holladay Street in one estimate and all work north thereof, and excluding, in a separate estimate. The reason for this is that N. E. Grand Avenue will have to have parking eliminated on both sides thereof from N. E. Holladay Street north to the end of the couplet as there is insufficient right of way to widen the street for three lanes and we have no funds available for any widening. In the event that it would not be possible to eliminate parking on both sides of this street so as to develop three lanes of northbound traffic, then the over-all project would have to be terminated at N. E. Holladay Street. Another feature which it might be well to include at least in your preliminary estimate, which we would not necessarily need to include in the agreement, would be to set forth intersections which are presently signalized along N. E. Union Avenue where signals will be removed completely and what salvable value will be allowed with respect to the overall projects.

As soon as you have favored us with these cost estimates, we will include them with the information prepared by the Construction Division and start the preparation of an agreement, it being understood that the signalization work will be cared for as a dual responsibility, the City and the State sharing equally in the cost thereof. It is also presumed that this work would be accomplished by City forces.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. B. Crandall
Mr. C. G. Swenson

JAH:njs:gm

RECEIVED
MAY 21 1957
FOR FILING

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9, 1957

SUBJECT: Traffic Routings During Construction Stages
Banfield Freeway
Union-Grand Avenue Vicinity
Portland

To: Tom Edwards
Construction Engineer
Office

I have before me a print of the Eastbank-Banfield Interchange dated March, 1957, on which are shown through use of color legend various construction stages. I am returning this herewith as it is from Mr. Shaw's files. I wish to advise that we feel some of the traffic operations could be handled more efficiently if certain changes were made in the manner in which the work is programmed.

First off, this office does not feel that the westbound traffic on the Banfield Freeway should be allowed to leave the Freeway through the use of temporary connections to 3rd Avenue or through reversing the permanent on-ramp for eastbound traffic from 3rd Avenue to accommodate westbound traffic. Rather do we feel that in the programming of construction, emphasis should be put on an early completion of the off-ramp in the vicinity of NE 16th Avenue at the Lloyd development so that all westbound traffic would leave the Banfield Freeway and use NE Holladay Street as its feeder to the west side, or near-eastside areas. We do not feel that the "teaching" of the motorists to use certain facilities in an unorthodox manner is advisable for it develops certain habits of driving which must be changed and certain of these habits are definitely not desirable. There are also enumerable problems confronted in signing temporary connections.

Another point in question is the considerable difficulty that is going to be experienced in the intersection of NE 3rd Avenue and Davis Street. I understand that it is necessary for us to keep open to two-way traffic the road which services the pumping station. This is going to set up enumerable cross-conflicts in this intersection for it is going to be necessary to have 3rd Avenue basically as a one-way southbound artery until the completion of Stage 3. By introducing turning and cross-conflicts in the intersection and servicing the property presently there (which I understand has some loading docks, etc., that will create conflicts) is a most undesirable situation. Use of NE 16th Avenue off-ramp would help this.

Turning to the next point, presuming that the foregoing thoughts as to our thinking of the proper way to handle traffic routings are not ultimately adopted, then I would like to bring up the thought that on the map in question (which is attached hereto) shows that SE Ankeny would be one-way westbound and, SE and NE 3rd Avenue would be one-way northbound between SE Ankeny and NE Couch Streets. I strongly feel that NE and SE 3rd Avenue should be one-way southboudd, as it is at the present time, until Stage 3 is completed. This would mean that SE Ankeny Street (between SE 3rd and SE Union Avenue) would be one-way eastbound. There is no particular advantage to be gained

NOTED

in reversing the flow on Ankeny and 3rd Avenue until Stage 3 is completed and the on-ramp at NE 3rd Avenue and Davis can be used permanently.

We have discussed in a preliminary way with the City of Portland's Traffic Engineering Bureau the routing of traffic from the Burnside Bridge to the on-ramp at NE Grand and Everett Streets. It is the desire of the City of Portland, and we concur therein, that eastbound traffic from the central area will make a right turn at Union Avenue and Burnside Street, a left turn at SE Ankeny Street and Union Avenue, a left turn again at SE Ankeny Street and Grand Avenue, and then proceed directly to the on-ramp to the Banfield Freeway at NE Grand Avenue and Everett Street. This would obviate the need for a three-phase traffic signal at the intersection of E Burnside Street and Grand Avenue.

I also note that it is your preliminary thinking that when NE Union Avenue is closed in Stage 2, that traffic southbound will be routed over NE Glisan Street and then south over NE Grand Avenue to NE Davis Street. Thence, east on NE Davis Street to Union Avenue and then southbound on Union Avenue again. In discussing this subject briefly with Mr. Stephenson, he rather feels that he might have to close the intersection of NE Davis Street and Union Avenue. This would mean than that NE Grand Avenue should be two-way as far as NE Couch and then NE Couch made a one-way down to NE Union Avenue and thence pick up the southbound routing. This will give us a rather difficult traffic problem at NE Couch Street and Union Avenue, but I believe we can care for it through signalization.

If you would care to, I would be pleased to discuss this with you at your convenience in greater detail.

F. B. Crandall
Traffic Engineer

JAH:njs

cc: G. S. Paxson
P. M. Stephenson

Attachment

RECEIVED
R 10 1957
OFFICE OF
STATE HIGHWAY ENGINEER

**WILLIAM A. BOWES**
COMMISSIONER
**DEPARTMENT OF PUBLIC WORKS**

1851

**CITY OF PORTLAND**
**OREGON**

G. J. LINDSTEDT
ASSISTANT TO COMMISSIONER

F. T. FOWLER
HIGHWAY ENGINEERING
CO-ORDINATOR

REFERRED TO
Cooper
should be set up as F. A. Urban project if possible.

February 21, 1957

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

Transmitted herewith is a copy of a report from Mr. Weller, Traffic Engineer, with regard to the installation of the Grand Avenue--Union Avenue one-way couplet in east Portland to care for U.S. 99E traffic as well as access to the Hawthorne and Morrison Bridge approaches. Enclosed also are prints showing the proposed connections which are necessary at each end of the project.

You will note that the Hawthorne Bridge approaches are scheduled for completion October 1957. It will, therefore, be necessary to have the one-way couplet in operation by that date.

The cost of the necessary signal installation together with signing and painting has been estimated at $50,000 which would be done on a 50-50 basis by the City and the State.

No estimate has been made on the right-of-way and construction costs for the connections at each end since this has been considered as a part of the State Highway program to be borne solely by the State.

Since it is essential that this work be expedited, will you please proceed with the preparation of plans and estimates for the connections according to designs which would meet with your approval.

I will be glad to discuss this matter with you at any time.

Yours very truly,

F. T. Fowler
Highway Engineering Co-ordinator

FTF:jd

RECEIVED
FEB 25 1957
OREGON
STATE HIGHWAY COMMISSION

CITY OF PORTLAND
**INTER-OFFICE CORRESPONDENCE**
(NOT FOR MAILING)

February 14, 1957

*From Dept. of* Traffic Engineering
*To Dept. of* Highway Engineering Coordinator
*Addressed to* Mr. Fred Fowler
*Subject* Union Avenue - Grand Avenue One-Way Couplet

Dear Fred:

There are enclosed four prints showing our thinking with respect to the connections which should be made at the north and south ends of the proposed Union Avenue - Grand Avenue one-way couplet.

According to our latest information, the east approaches to the Hawthorne Bridge will be completed October 15, 1957 and the new Morrison Bridge will be completed between January and March of 1958. We are hoping that there will be a possibility of the Banfield Freeway being connected to Union and Grand Avenues by early 1958. We therefore feel that the Union Avenue - Grand Avenue one-way couplet should be put into operation late this summer, preferably during August or September when weather will permit the large amount of painting necessary for this job.

Our preliminary cost estimate covering the installation of eight new signals on Grand Avenue, the revision of ten intersections on Union Avenue and seven intersections on Grand Avenue, together with the one-way signing and marking for both streets is $50,000. This estimate is, of course, exclusive of any right-of-way, construction and resurfacing costs. It is presumed that the above cost of $50,000 will be shared equally by the State and City in the usual manner.

It is our recommendation that the connections from Union to Grand Avenues between S.E. Stephens and Mill Streets and from Grand to Union Avenues between N.E. Schuyler and Hancock Streets be constructed and ready for traffic at the time the Union Avenue - Grand Avenue couplet is placed in operation. While we realize that existing streets such as S.E. Stephens and N.E. Hancock could be used for these connections temporarily, future commercial development of the proposed right-of-way property could increase the right-of-way cost of these connections to a prohibitive level.

We would appreciate your presentation of this plan to the Oregon State Highway Commission at an early date so that planning and construction can be scheduled to meet the August or September of 1958 date.

Yours very truly,

W. J. WELLER
Traffic Engineer

W:DEB:jtk
Enclosures: 4

RECEIVED
DEC 30 1955
FOR FILING

U-13[illegible]

3055

Cross Referenced To:
[illegible]
Traffic
[illegible]
[illegible]

December 30, 1955

Mr. F. T. Fowler
Traffic Engineer
Bureau of Traffic Engineering
6512 City Hall
Portland, Oregon

Dear Sir:

In response to your letter of November 2 with respect to setting up S. E. Grand and Union Avenues as a one-way couplet, Mr. Widdows has, I believe, supplied you the 47 stop signs for use on Grand Avenue under the arrangement suggested in your letter.

You have requested the thinking of this office as to the best time to make the conversion on Union and Grand Avenues and recommend that such couplet be installed during January 1957. As indicated in your letter, the development of this couplet will take time and money if we follow the plan of extensive widening and possible acquisition of right of way. It is agreed that such treatment is desirable and probably will need to be done ultimately; however, it would appear to me that some consideration might well be given to less costly interim treatment which would permit putting the couplet into operation at an earlier date.

In developing this couplet between Mill and Hancock Streets and in order to get it into operation in the reasonably near future, would it not be feasible to eliminate parking on both sides of the street on the section of Grand between Holladay and Hancock and again between Clay and Mill to allow for three moving lanes of traffic. Such treatment would be relatively inexpensive — some minor patching and resurfacing would have to be done, which, on the basis of a very preliminary estimate, would run around $35,000. This amount would be exclusive, of course, of any signal installations which would have to be made on Grand Avenue.

I will be glad to have your reaction to the suggestion outlined.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. B. Crandall
Mr. W. O. Widdows
Mr. A. G. Skelton

FBC:ng lg

DEPARTMENT OF PUBLIC WORKS
WILLIAM A. BOWES
COMMISSIONER

BUREAU OF TRAFFIC ENGINEERING
FRED T. FOWLER
TRAFFIC ENGINEER

OFFICE ADDRESS: 526 S. W. MILL
MAILING ADDRESS: CITY HALL

CITY OF PORTLAND
OREGON

November 2, 1955

Mr. R. H. Baldock
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Baldock:

Due to the increasingly heavy volumes on S.E. Union Avenue (U.S. 99E) and the resulting congestion, a large number of motorists are bypassing S.E. Union Avenue and using S.E. Grand Avenue. At the present time most of the cross streets entering S.E. Grand Avenue are uncontrolled and this increase in volume is creating a high accident frequency at many of these locations.

As you know, N.E. and S.E. Grand Avenue between N.E. Hancock and S.E. Mill Streets will become a northbound couplet of U.S. 99E within the very near future. At that time stop signs will have to be installed to control all traffic entering N.E. and S.E. Grand Avenue. However, due to the high accident rate we are now experiencing along Grand Avenue, it would be advantageous to have through street control as soon as possible. Since the installation of stop signs along State highways within the City comes under the jurisdiction of your office, I am wondering whether you would be agreeable to furnishing 47 stop signs if this office would make the installation. This would be an eventual savings to the State in labor and material for the amount of the installation cost.

I would also appreciate your thinking as to when would be the best time to convert Union Avenue and Grand Avenue to one-way operation. According to information furnished by Moffatt, Nichol & Taylor, engineers for the new Morrison Street Bridge and Hawthorne bridge approaches, the conversion to one-way operation on Union and Grand Avenues should take place sometime between July, 1956 and May, 1957. Since there is a great amount of work to be done before the Union and Grand Avenue couplet can be installed and the Clay and Market Street couplet which will also be put into operation during this same period, it is our recommendation that the Union Avenue and Grand Avenue couplet be installed during January, 1957.

Yours very truly,

F. T. Fowler
F. T. FOWLER
Traffic Engineer

REFERRED TO
Crandall
By State Highway Engineer
Please prepare answer

F:DEB:jtk

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TRAFFIC ENGINEER

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NOV 3 1955
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U-130(8)

5055

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1955

SUBJECT:
One-Way Couplet
Union-Grand Avenue
Portland

To: Mr. F. B. Crandall
Traffic Engineer

OFFICE

In accordance with your letter of October 20, I am forwarding cost estimate on the Union-Grand Avenue One-Way Couplet in Portland.

Shown in red is estimate for proposed widening of Grand Avenue, Hancock to Holladay and Mill to Clay.

Shown in green are estimates for constructing adequate turning radii from Hancock to Grand and Mill to Grand.

L. H. Young
L. H. Young
Assistant Construction Engineer

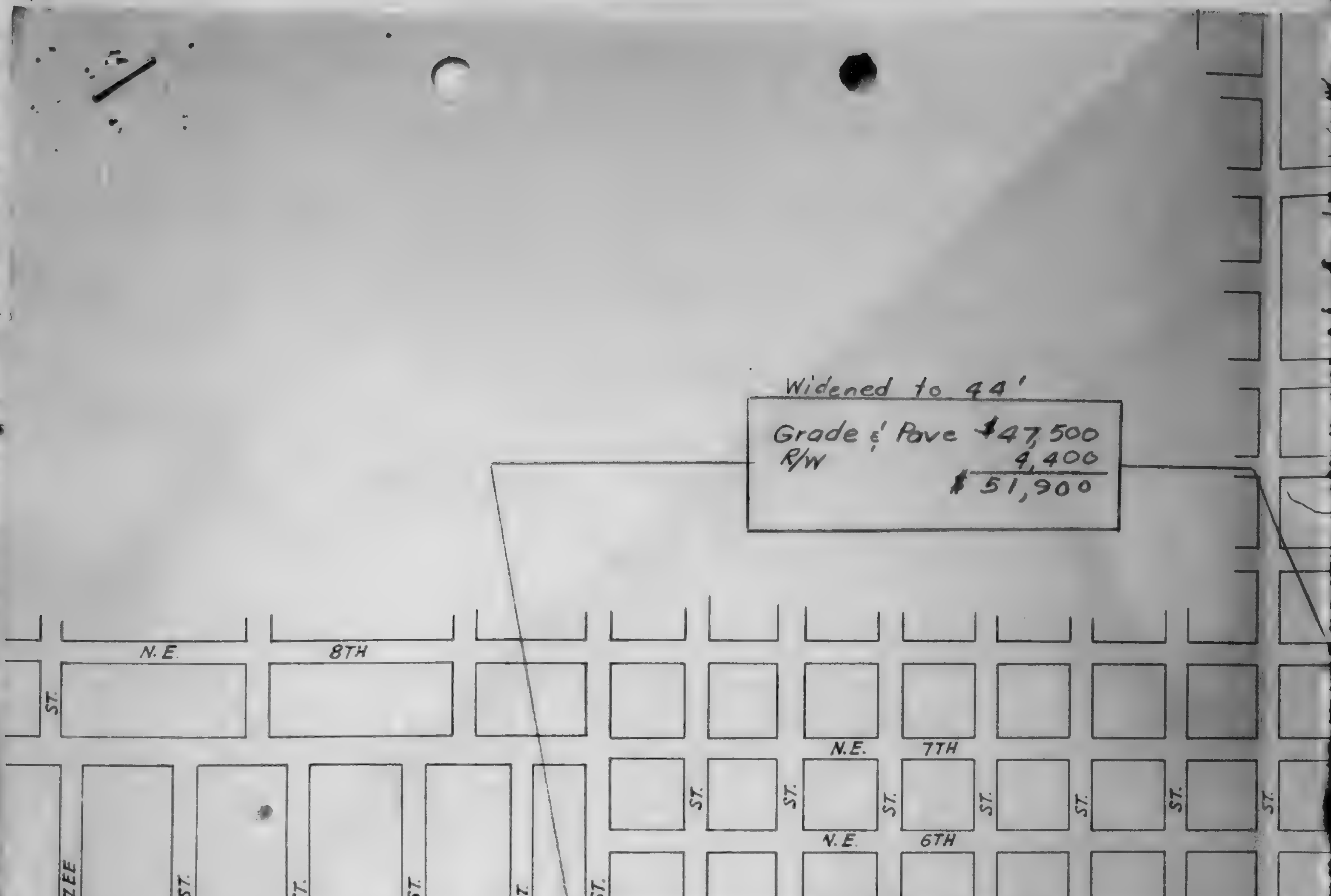
LHY:dt

Encl.

cc - Mr. W. C. Williams ✓

W. C. WILLIAMS

[illegible]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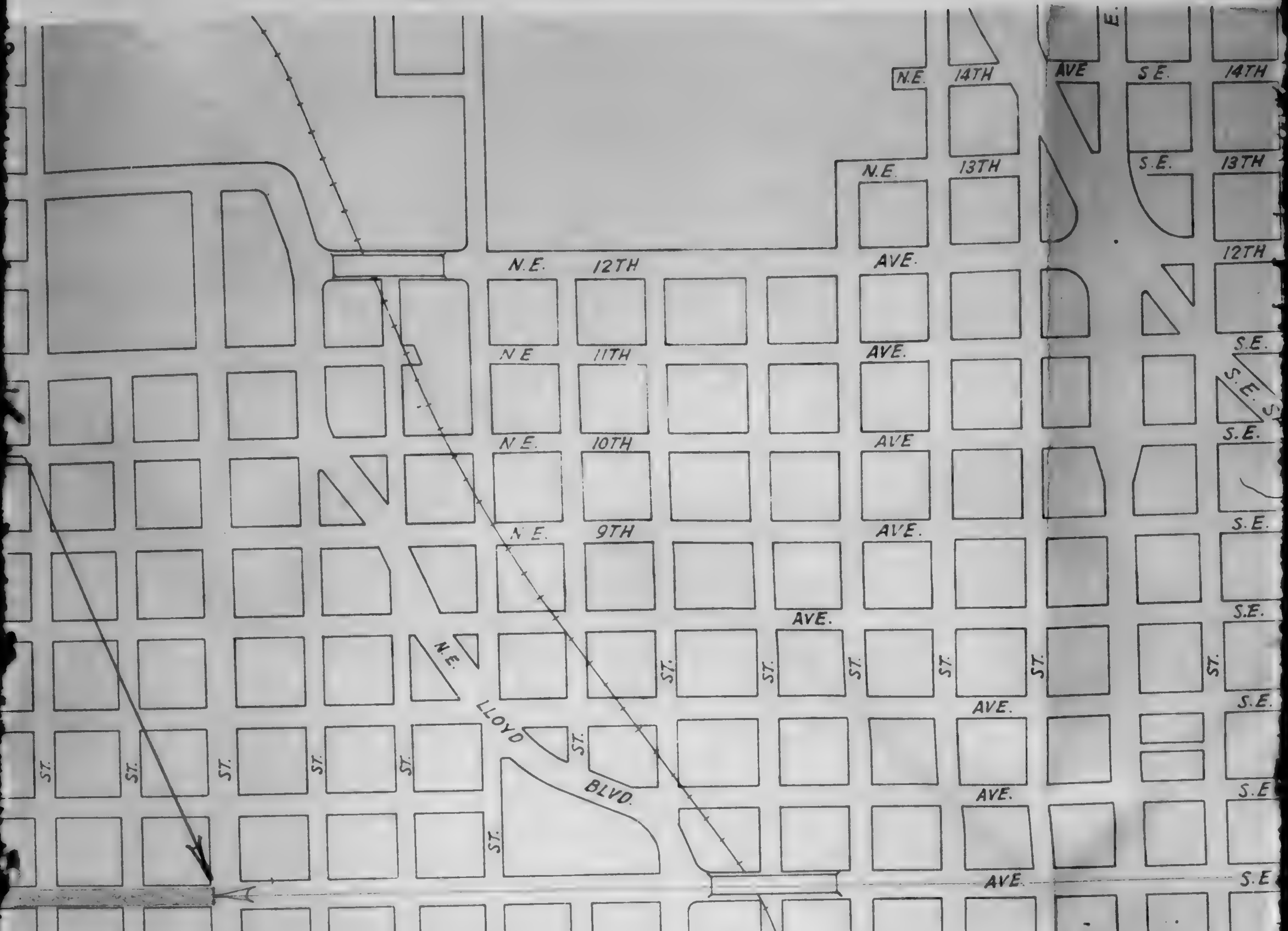
N.E. 6TH
N.E. GRAND
N.E. UNION
N.E. 3RD.
N.E. 2ND
N.E. 1ST.
N.E. OCCIDENT
N. WILLIAMS AVE
N.E. BRAZEE ST.
N.E. SACRAMENTO ST.
N.E. THOMPSON ST.
N.E. TILLAMOOK ST.
N.E. SAN RAFAEL ST.
N.E. HANCOCK ST.
N.E. SCHUYLER ST.
N.E. BROADWAY ST.
N.E. WEIDLER ST.
N.E. HALSEY ST.
N.E. CLACKAMAS ST.
N.E. WASCO ST.
N.E. MULTNOMAH ST.
N.E. CHERRY CT.
N.E. WILLIAMS CT.

Widened to 44'

Grade & Pave $47,500
R/W 4,400
$51,900

Existing Pave 36'

Radii Only
Grade & Pave $2700
R/W 4400
$7100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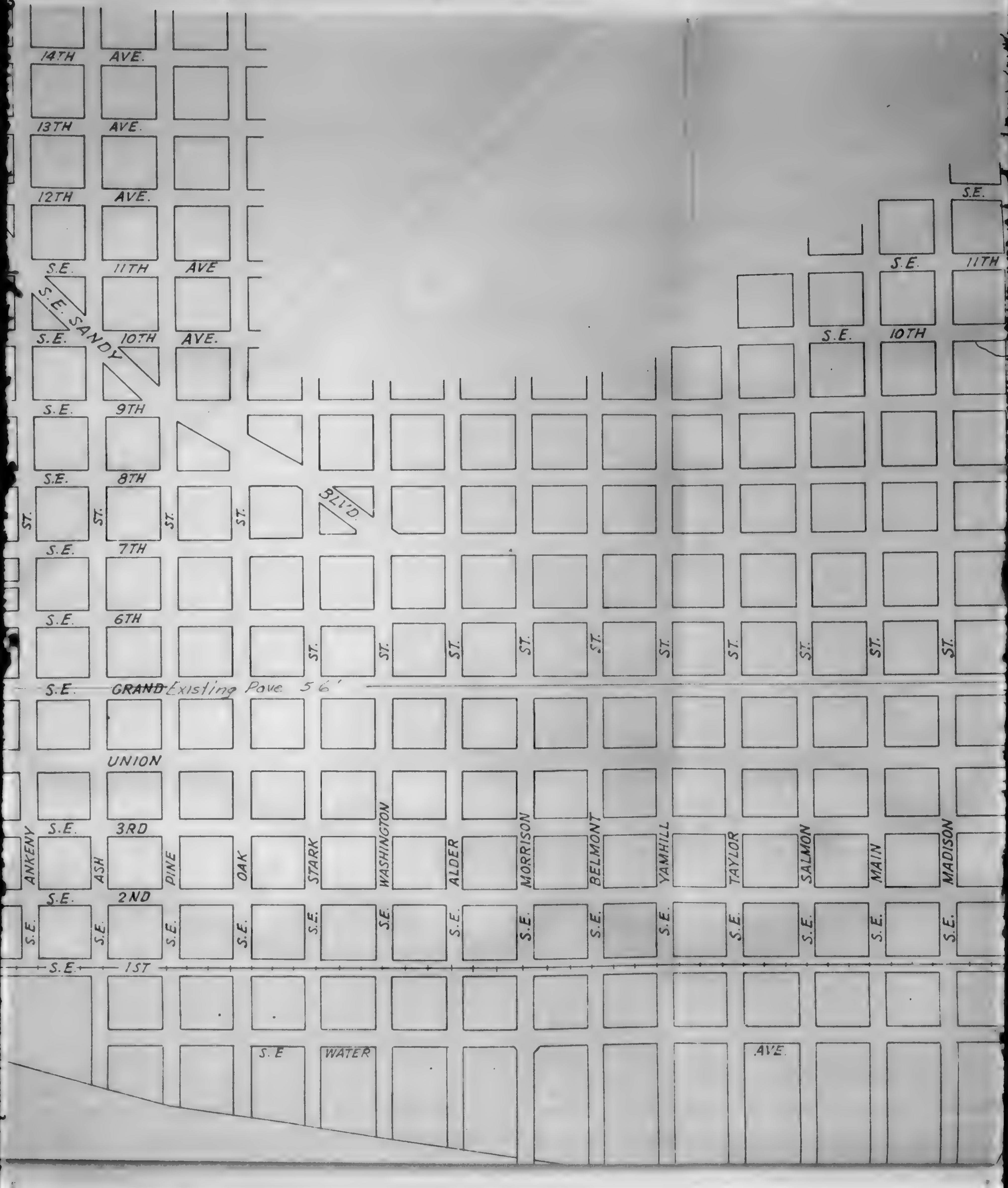
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S.E. 7TH
S.E. 6TH
S.E. GRAND
Existing Pave 56'
UNION
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S.E. 2ND
S.E. 1ST
S.E WATER AVE.
S.E.
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ANKENY
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YAMHILL
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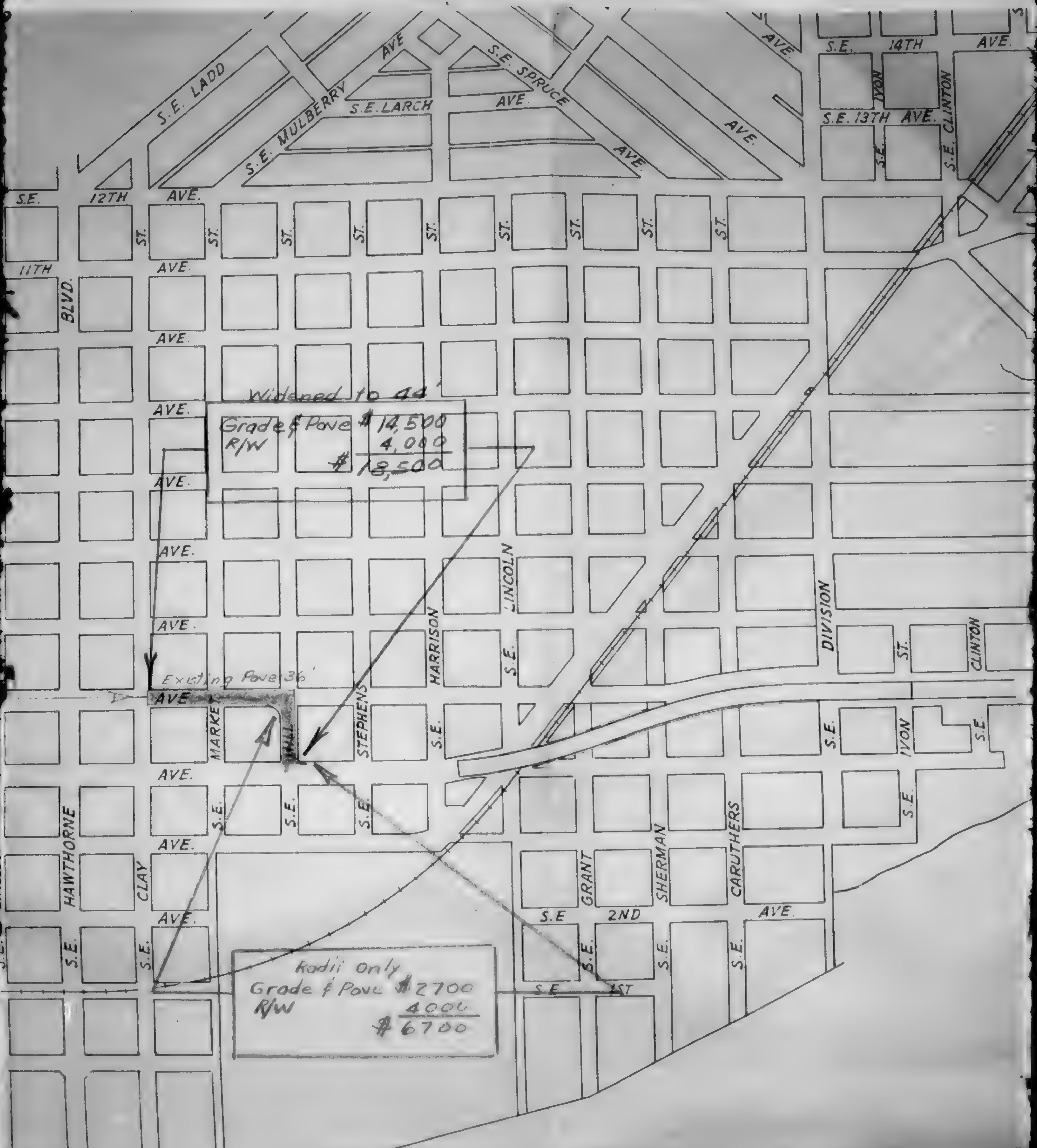
MAIN
MADISON



Widened to 44'

Grade & Pave $14,500
R/W 4,000
$18,500

Existing Pave 36'

Radii Only
Grade & Pave $2700
R/W 4000
$6700

S.E. LADD AVE
S.E. MULBERRY AVE
S.E. LARCH AVE
S.E. SPRUCE AVE
AVE.
S.E. 14TH AVE.
IVON
S.E. CLINTON
S.E. 13TH AVE.
S.E.
S.E. 12TH AVE.
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HARRISON
LINCOLN
DIVISION
ST.
CLINTON
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SHERMAN
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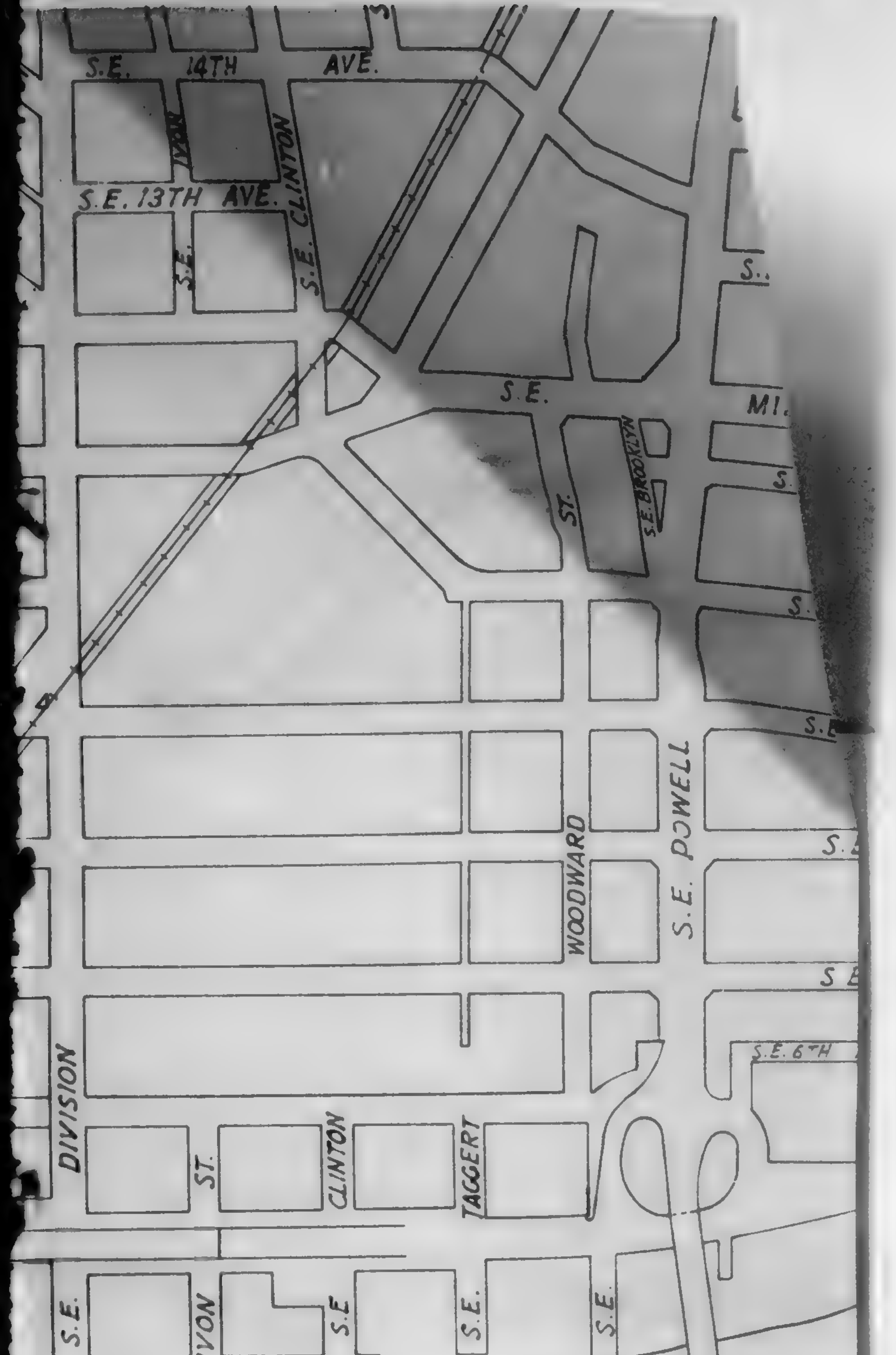
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WOODWARD
S.E. POWELL
S.E. 6TH
DIVISION
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IVON
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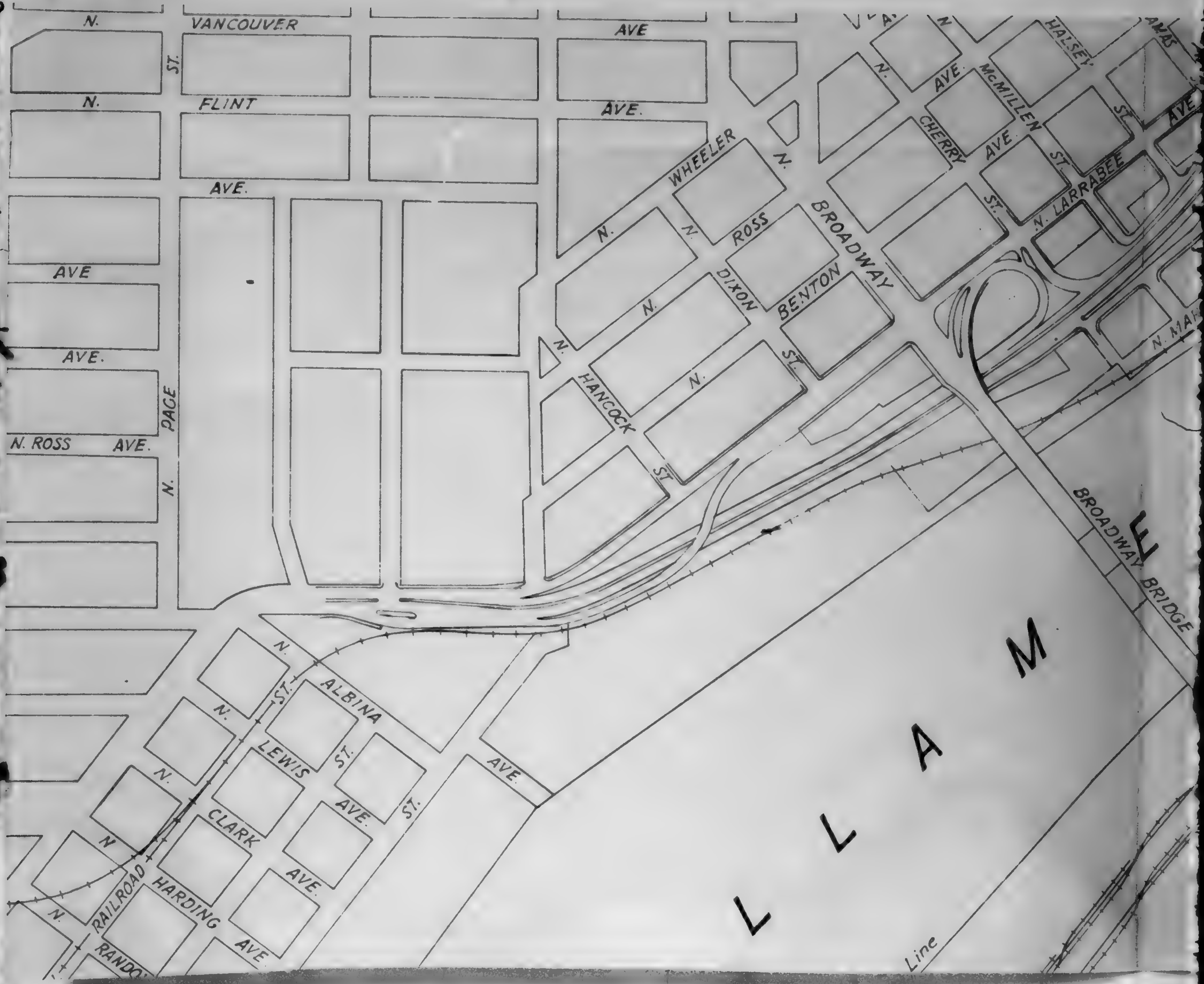
ROSS ISLAND BRIDGE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McMILLEN ST.
HALSEY
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N. ALBINA AVE.
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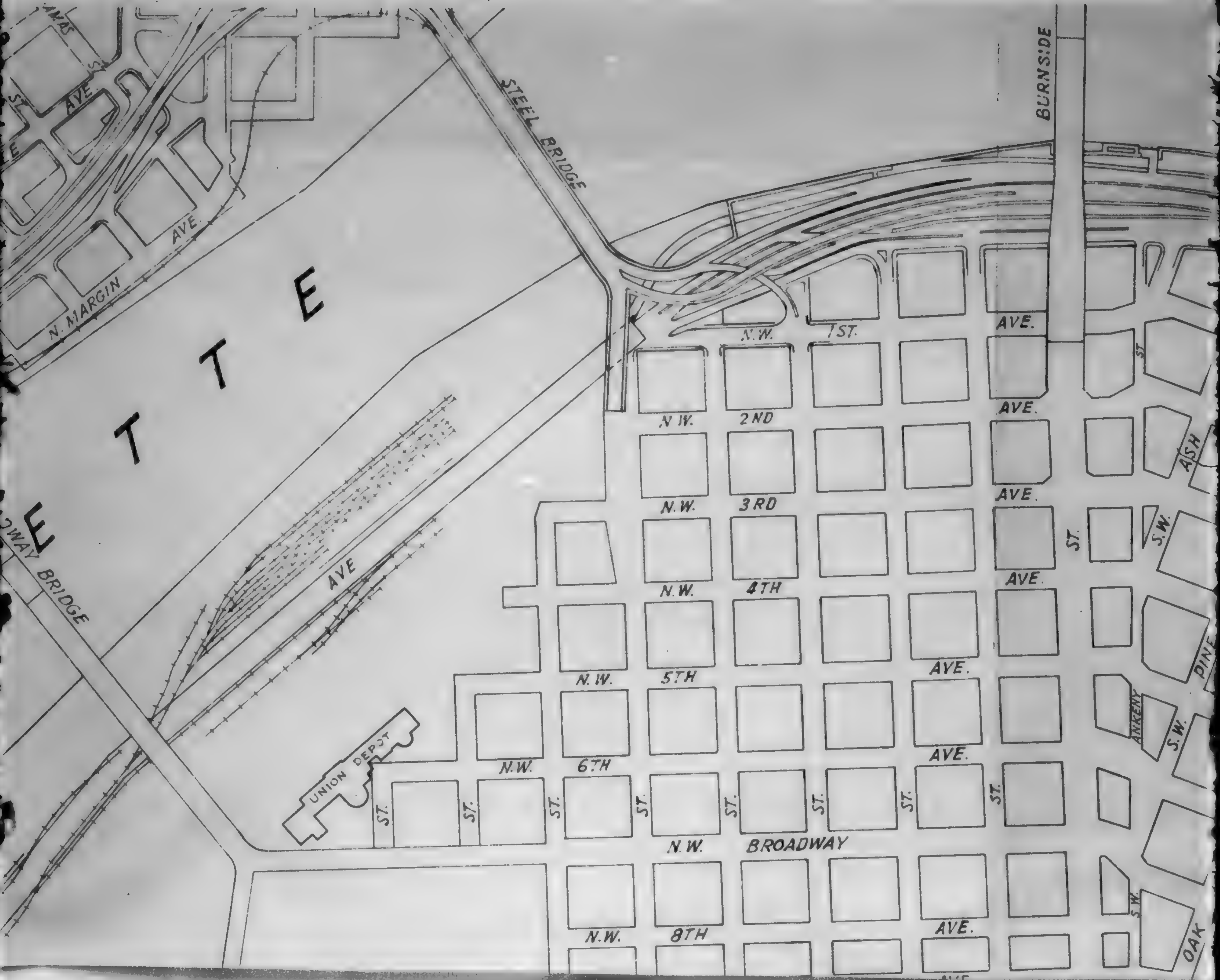

AVE
N. MARGIN AVE.
E T T E
STEEL BRIDGE
BURNSIDE
N.W. 1ST. AVE.
N.W. 2ND AVE.
N.W. 3RD AVE.
N.W. 4TH AVE.
N.W. 5TH AVE.
N.W. 6TH AVE.
N.W. BROADWAY
N.W. 8TH AVE.
AVE
WAY BRIDGE
UNION DEPOT
ST.
ST.
ST.
ST.
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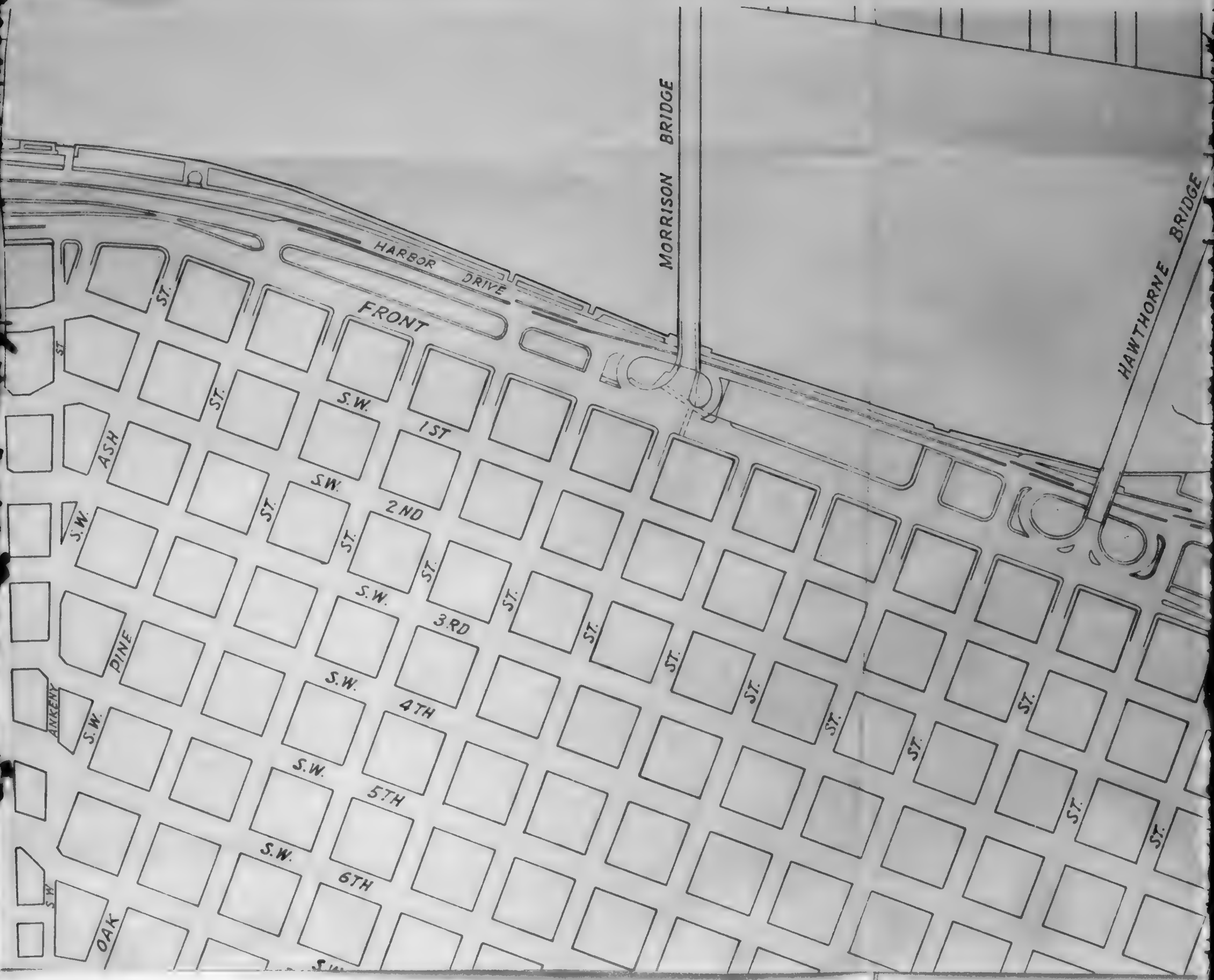
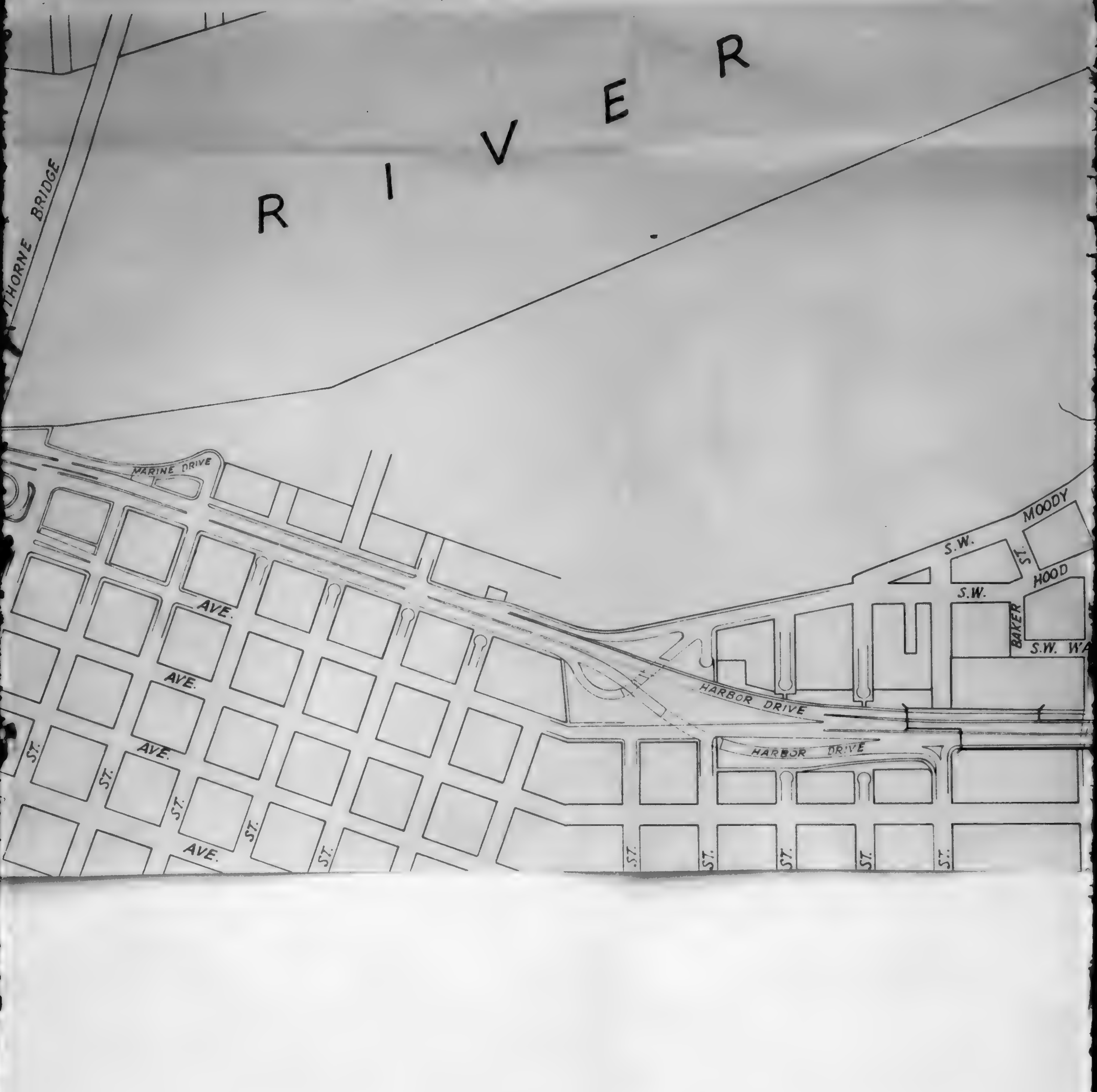
ASH
S.W.
PINE
ANKENY
S.W.
S.W.
OAK


MORRISON BRIDGE
HAWTHORNE BRIDGE
HARBOR DRIVE
FRONT ST.
ST.
S.W. 1ST ST.
S.W. 2ND ST.
S.W. 3RD ST.
S.W. 4TH ST.
S.W. 5TH ST.
S.W. 6TH ST.
ASH ST.
S.W. PINE
S.W. ANKENY
S.W. OAK


R I V E R
THORNE BRIDGE
MARINE DRIVE
S.W. MOODY ST.
S.W. HOOD
BAKER
S.W. WA
HARBOR DRIVE
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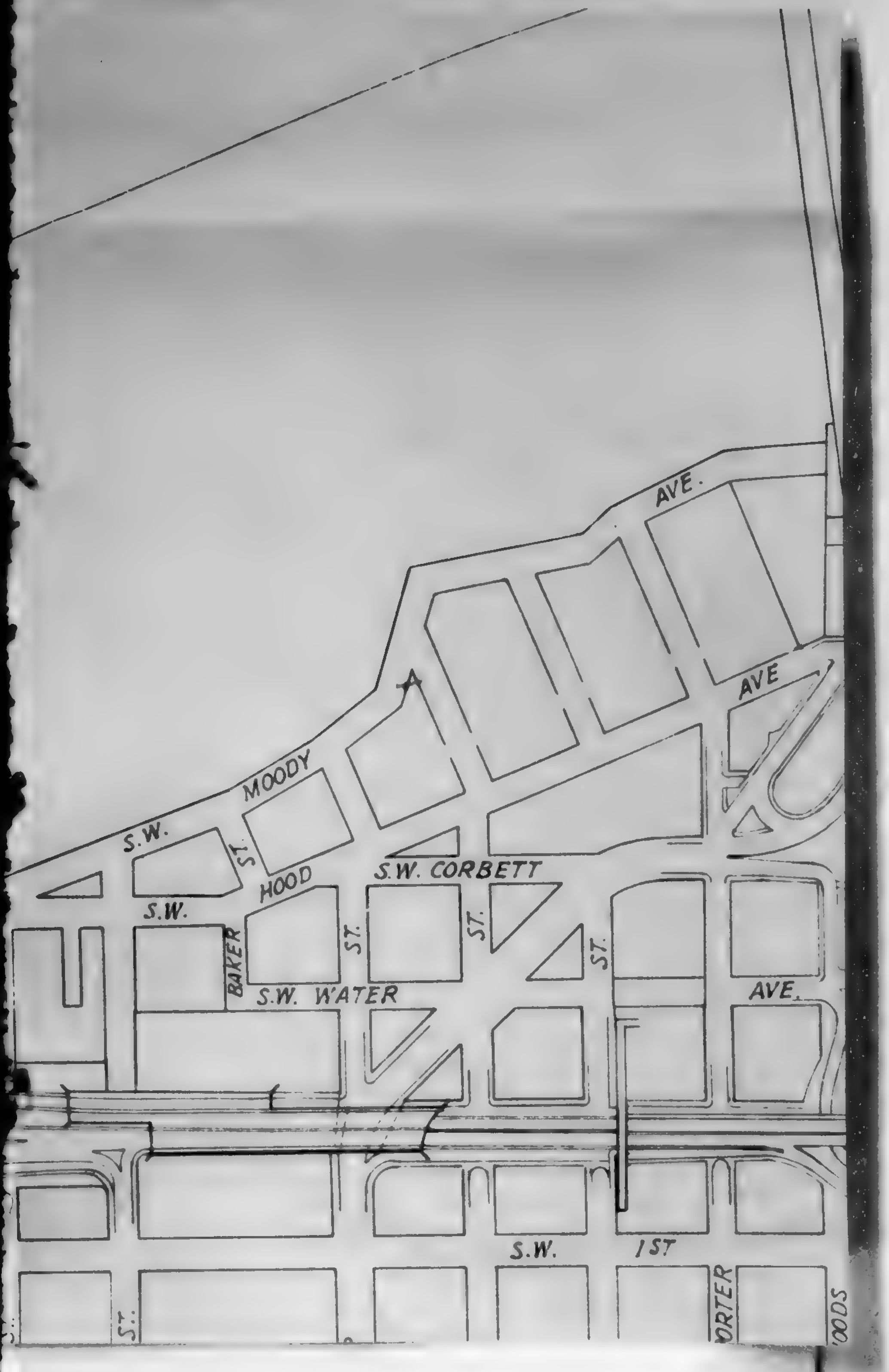

AVE.
AVE
S.W. MOODY
ST.
S.W. HOOD
S.W. CORBETT
ST.
ST.
S.W.
BAKER
ST.
S.W. WATER
AVE.
S.W. 1ST
ST.
PORTER
WOODS

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11-130(5)

5055

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 20, 1955

SUBJECT: Request for Alternate Cost Estimate
Union-Grand Avenue
One-way Couplet
Portland

To: Forrest Cooper
Assistant Construction Engineer
Office

The City of Portland has made some preliminary "alterations" with respect to the proposed Union-Grand Avenue one-way couplet which is discussed on Page 127 of the Portland Freeway Report. In discussing the above subject with Mr. Baldock this date, we would like to have you work up an estimate of cost, both construction and right-of-way, for the couplet to extend only from Mill to Hancock Streets which would require the easing off of the turning radiuses at both ends. We should probably have alternate estimates on the extreme southerly and northerly extensions of the couplet south of Clay and north of Holloday as to what it would cost to widen the street so that we might compare this cost with the inconvenience that would occur if parking were completely prohibited.

At such time as you have these estimates prepared please forward them to this office and we will formalize them in a report to Mr. Williams.

P. B. Crandall
P. B. Crandall
Traffic Engineer

JAH:ns

cc: R. H. Baldock
W. C. Williams

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OCT 21 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
State Highway Engineer

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OCT 20 1955
FOR FILING

FORM E-30X 37½ 3-54 78730
[illegible]
[illegible]

NOTED
State Highway Engineer

NOTED
W. C. WILLIAMS

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 17, 1955

SUBJECT: Union-Grand Avenue
One-Way Couplet
Portland

To: MEMO TO FILE:

Mr. Don Bergstrom of Mr. Fowler's office, called on Thursday, October 13 and inquired as to our recommendation for striping the 56' curb to curb section of Grand Avenue with the thought that it would be used as two-way traffic at the moment, but ultimately four-lane. In this direction, he was advised that it was our thought that there should be four 10' lanes striped which would make Grand Avenue comparable with Union Avenue in its characteristics, and that after it went to one-way operation there would be four lanes moving in each direction. This would in effect give the two central lanes free-flow and the two curb lanes free for parking and unparking maneuvers.

Some question was made as to what would happen to the Holloday-Hancock Section and the Clay-Mill Street Section, which is 36' curb to curb. The thought was that at the moment no action would be taken by the City, but ultimately these would be three-lanes with no parking.

Another question asked by Mr. Bergstrom was "would the Highway Department furnish to the City "STOP" signs for signing Grand Avenue between Holloday and Clay in as much as this would one day be a State Highway." He was advised that the Highway Department would not furnish the signs as it is not a state highway and is considered as a responsibility of the City. It was explained that in many instances state highways had reverted to city streets and we had in no wise demanded that we be given pro rata share of the salvage value of traffic signals, etc.

In responding to Mr. Bergstrom later in the day, confirming the above thoughts after they had been discussed with Mr. Crandall, was unable to contact Mr. Bergstrom, but did discuss the subject with Mr. Fowler and reiterated the above point. Mr. Fowler was also wondering what action could be taken with the City and State getting on this project, and he was advised to direct a communication to Mr. Baldock setting forth the City's wishes. It was Mr. Fowler's thought that these projects definitely will have to go in when the Morrison and Hawthorne approaches are reconstructed, but traffic-wise it would be well for them to go in at an early date. He also said that they would not have money for signal installations until July, 1956, he will discuss with his superiors if other funds would be available before then. I believe it is Mr. Fowler's thought that connections would be made at Hancock and Mill by buying the corner parcels of property and cutting the radius back, making the transition of the couplet at these two locations. This whole project was covered in the Portland Metropolitan Area, Freeway-Expressway Report and discussed in some length with cost estimates in the Major Street Program on Page 127 under M-2 (Union-Grand Avenue, One-Way Couplet).

Mr. Fowler advised at the conslusion of the conversation that he would give it some thought and either talk to Mr. Baldock or write to him on the subject.

J. Al. Head
Assistant Traffic Engineer

NOTED
E. B. CRANDALL

JAH:njs
cc: W. C. Williams

S-356(?) Cloverdale-Coast Fork Br. 1[illegible]7
Sec. of Springfield-Creswell
#[illegible]56 Hwy.

3-353(a)
[illegible]

January 30, 1973

745

Mr. H. H. Waechter
34994 E. Danstrom Road
Creswell, OR 97426

[illegible]

Dear Mr. Waechter:

This will acknowledge your January 12 letter concerning drainage along the Springfield-Creswell Highway at Danstrom Road.

Our District Engineer in Eugene investigated this matter. Although the land both northerly and southerly of the intersection is quite flat and had water standing on it on the two days he observed the area last week, it appears that some improvement might be gained by ditching along your frontage toward the 24-inch culvert crossing the highway on the southerly side of Danstrom Road. We will schedule this ditching work in the very near future.

If you have further questions, please feel free to call on District Engineer Anhorn in Eugene, telephone 686-7614.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. Klaboe
R. N. Bothman
J. H. Versteeg
Wm. Anhorn

WA:em ja

FORM E-30 (REV. 10-69)

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
January 24, 1973

**SUBJECT:** AEJ 745
H. H. Waechter
Complaint

To:
J. H. Versteeg
Region Engineer
ROSEBURG

Attention: John Holcomb

Attached is copy of as constructed drawing showing existing drainage facilities at location of subject complaint.

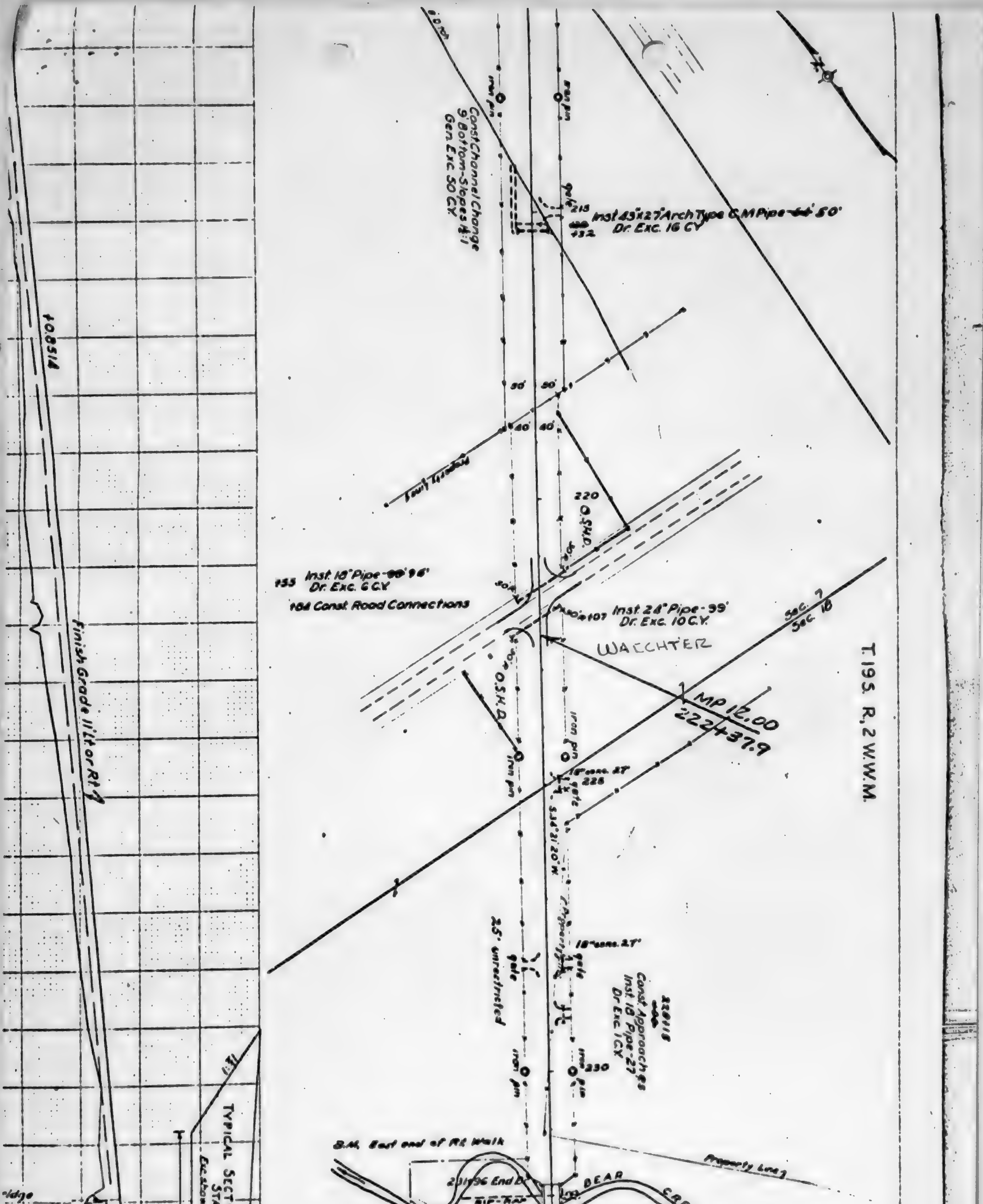
We will clean and deepen the roadside ditch as much as the flow line of the 24" cross pipe will allow, however I do not feel this will accomplish much.

I have observed this area two days running and there is water standing on all four quadrants of the intersection. This is all low-lying land and it appears the water table is at or near the surface.

Wm Anhorn
William Anhorn
District Engineer

WA:em

Attachment


Const. Channel Change
9 Bottom-Slopes 4:1
Gen. Exc. 50 C.Y.
213
Inst. 43"x27" Arch Type C.M. Pipe-50'
Dr. Exc. 16 C.Y.
232
+0.8514
Finish Grade 11' Lt. or Rt.
50'
40'
220
O.S.H.D.
155 Inst. 18" Pipe-96'
Dr. Exc. 6 C.Y.
164 Const. Road Connections
Inst. 24" Pipe-99'
Dr. Exc. 10 C.Y.
WAECHTER
MP 12.00
222+37.9
Sec. 7
Sec. 18
T.19S. R.2W.W.M.
O.S.H.D.
iron pin
18" conc. 27'
228
gate
25' unrestricted
Const. Approaches
Inst. 18" Pipe-27'
Dr. Exc. 1 C.Y.
230
TYPICAL SECTION CHA
STA. 232130
30'
B.M. East end of Rt. Walk
Property Line
231+96 End Br.
232+64 End Br.
BEAR
CREEK
130 Const. Ch. Ch. Bottom Width 30' 3:1 & 1:1
Easement Line
Const. R.C.D.G. Bridge-68'
Roadway Width-26'
Bridge
Bridge
CLOV
SPI

REFERRED TO
admin
BY SECRETARY

H. H. WAECHTER, A.I.A.
34994 E. DANSTROM ROAD
CRESWELL, ORE. 97426

12 January 1973

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JAN 15 1973
OREGON
STATE HIGHWAY COMMISSION

State Highway Department
Salem, Oregon

map returned 1-30-73 ja.

Gentlemen:

This request refers to our property as outlined on encl. map in green.

For some time I am trying to utilize the parcel alongside Cloverdale Road (hatched). Many years ago when my son participated in a 4H project, it was used as grazing land. Since then it has remained unused. The county declared it unsuited for septic tank, and now I am trying to plant trees, which would be alright if I could drain the land properly.

Therefore, surface drainage has become more important than ever. When the present Road was being constructed I wrote to Mr.W.C.Williams Aug.17,1957 about my concern relative to drainage so that the new construction would provide for adequate drainage alongside the road and not act as a dike.

My present experience with the tree planting shows that I cannot accomplish surface drainage because the grade of the "ditch" is practically level with the land along red line. I would much appreciate your looking at the situation and schedule for deepening the ditch. Thank you for your cooperation.

Yours very truly,

H. H. Waechter

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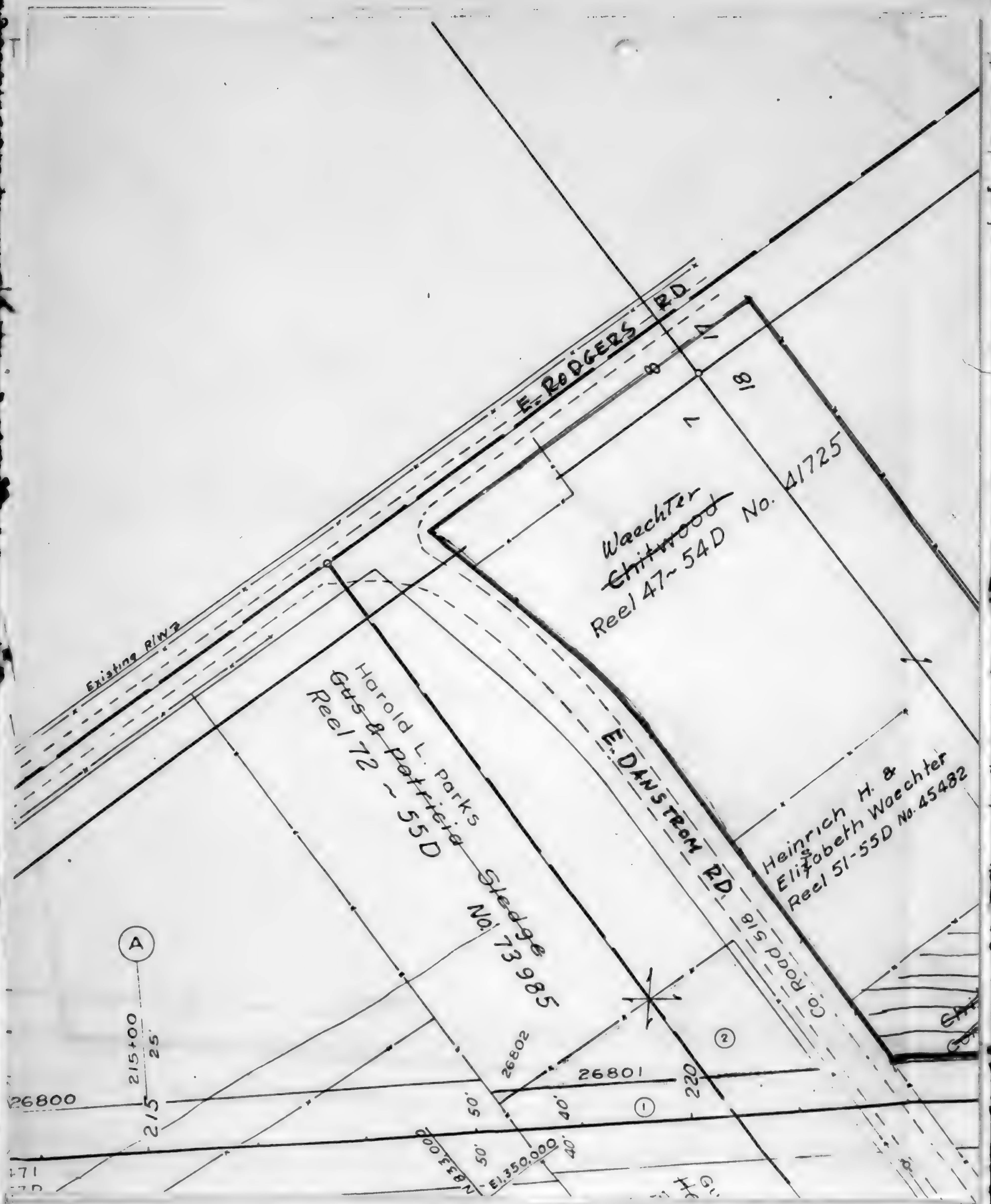
JAN 15 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS


E. RODGERS RD
Existing R/W
8
7
18
Waechter
~~Chitwood~~
Reel 47~54D No. 41725
Harold L. parks
~~Gus & patricia~~
Reel 72 ~ 55D
~~Sledge~~
No. 73985
E. DANSTROM RD
Heinrich H. &
Elizabeth Waechter
Reel 51-55D No. 45482
Co. Road 518
A
215+00
25'
215
26800
26801
26802
220
①
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50'
40'
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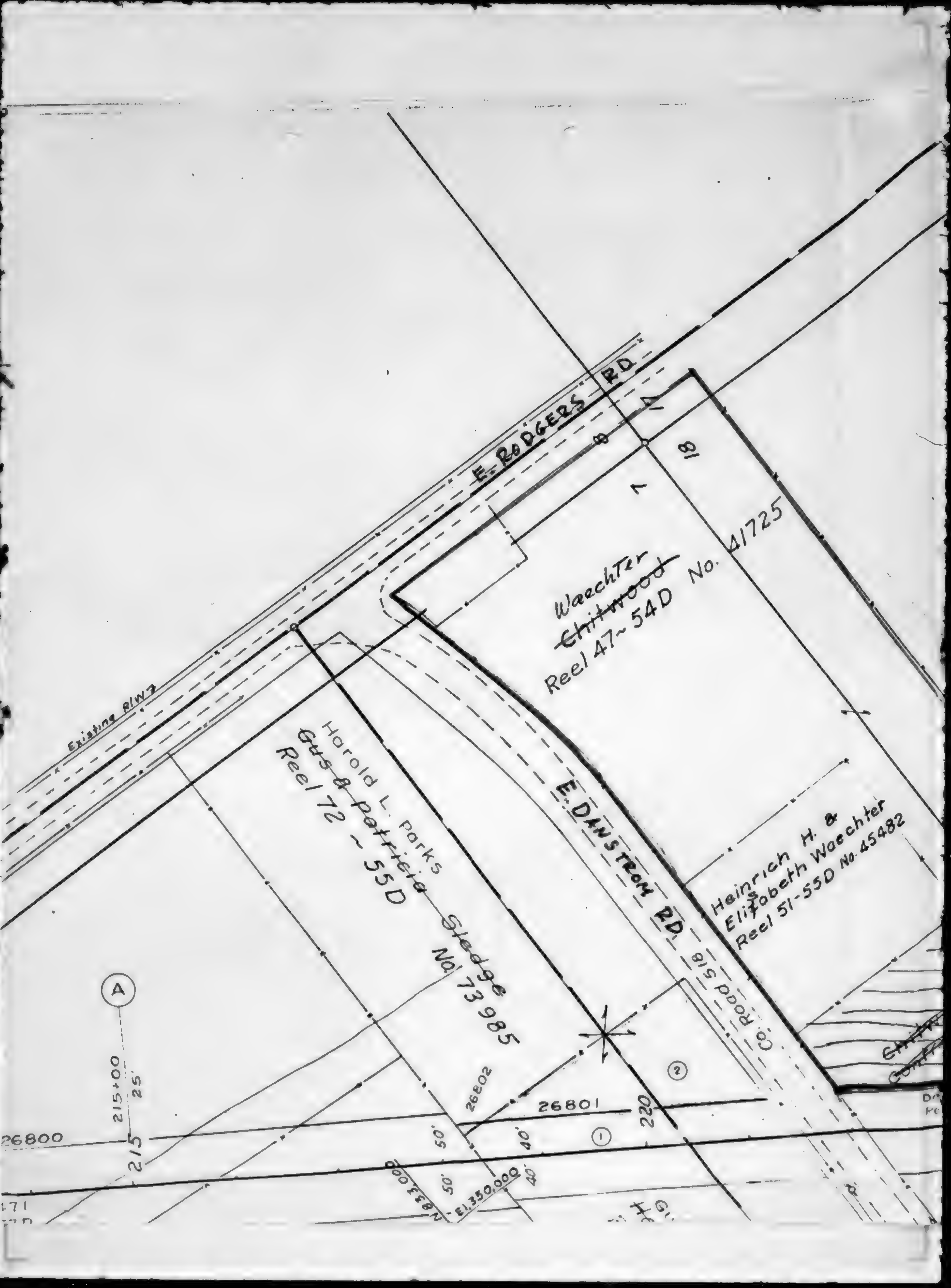
N833,000
E1,350,000
71


E. RODGERS RD
Existing R/W
8
7
18
Waechter
~~Chitwood~~
Reel 47~54D No. 41725
Harold L. Parks
~~Gus & patricia~~
Reel 72 ~ 55D
~~Sledge~~
No. 73985
E. DANSTROM RD
Co. Road 518
Heinrich H. & Elizabeth Waechter
Reel 51-55D No. 45482
A
215+00
25'
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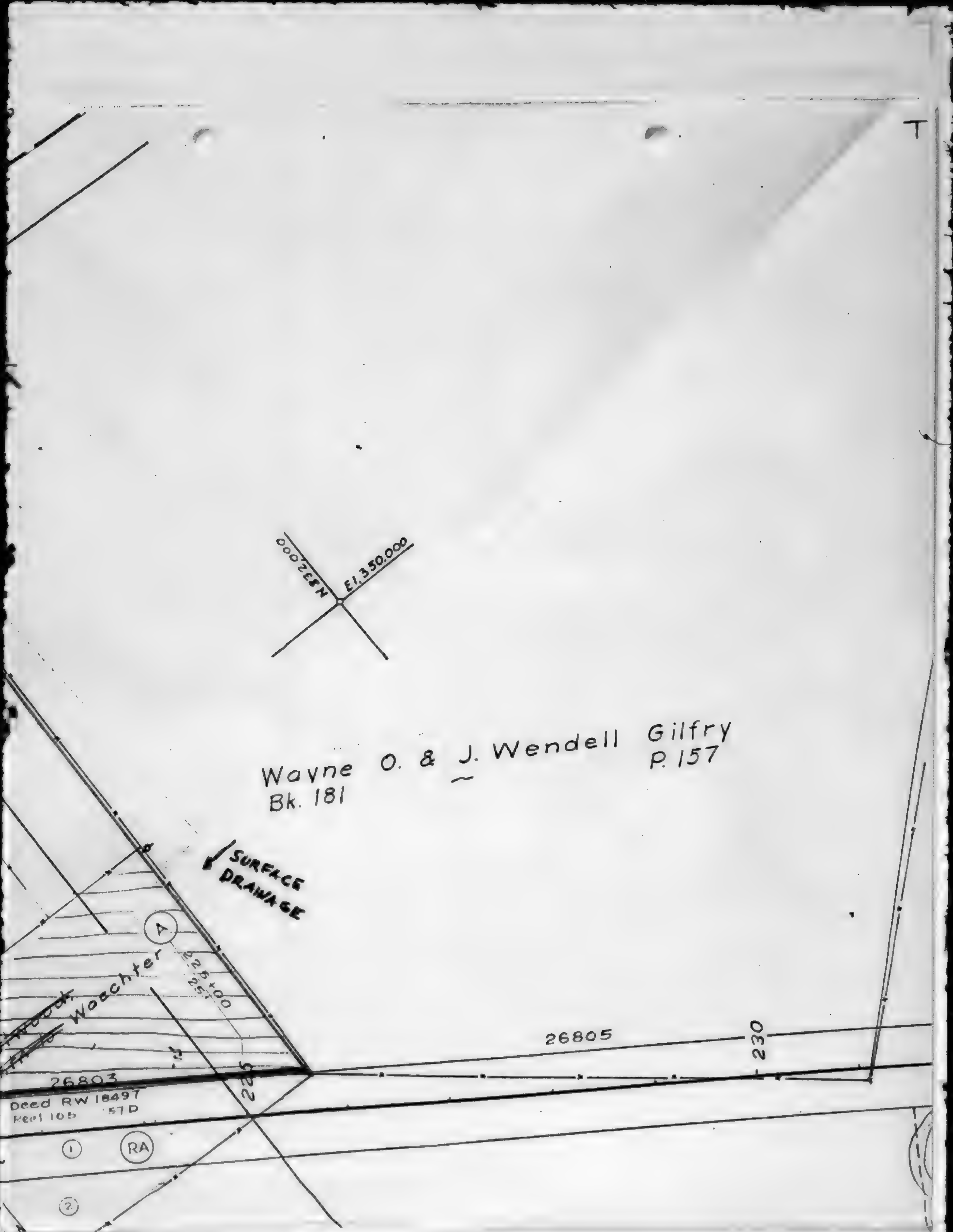T
N832,000
E1,350,000
Wayne O. & J. Wendell Gilfry
Bk. 181
P. 157
SURFACE DRAWAGE
A
Waechter
226+00
25' Lt
26805
230
26803
225
Deed RW 18497
Reel 105 570
①
RA
②

W.C Williams

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5056

NOTED
W. C. WILLIAMS

February 11, 1959

# FINAL COST ANALYSIS

Structure, Grading & Oiling
Contractor: F. H. McEwen
Resident Engineer: H. E. Mayfield

Cloverdale-Coast Fork Bridge Sec.
Contract No. 5056

Springfield-Creswell Hwy.
Prefix 120-1032

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| *Clearing & Grubbing | 100% | All | 5,300.00 | | 3,495.24 | 5,300.00 |
| *Drainage Excav., Unclass. | 744.8 | Cu.Yd. | 2.50 | 2.08 | 1,547.43 | 1,862.00 |
| *Special Borrow Excav., Unclass. | 15,162.2 | Cu.Yd. | 0.32 | 0.525 | 7,961.78 | 4,851.90 |
| *General Excav., Unclass. | 49,118.3 | Cu.Yd. | 0.32 | 0.588 | 28,925.47 | 15,717.86 |
| *Short Overhaul | 253,806.4 | Yd.Sta. | 0.01 | 0.016 | 4,165.18 | 2,538.06 |
| *Long Overhaul | 6.991.59 | C-Yd.Sta. | 0.40 | 0.656 | 4,592.62 | 2,796.64 |
| *Finish Roadbed & Slopes | 2.01 | Mile | 800.00 | 723.67 | 1,454.58 | 1,608.00 |
| *Rounding Cutbanks | 4,800 | Lin. Ft. | 0.10 | 0.102 | 490.98 | 480.00 |
| *18" Concrete Pipe | 456 | Lin. Ft. | 3.60 | 2.79 | 1,273.35 | 1,641.60 |
| *24" Concrete Pipe | 546 | Lin. Ft. | 5.10 | 4.05 | 2,213.88 | 2,784.60 |
| *36" Concrete Pipe | 153 | Lin. Ft. | 8.50 | 7.19 | 1,090.94 | 1,300.50 |
| *48" Concrete Pipe | 208 | Lin. Ft. | 13.50 | 11.80 | 2,454.51 | 2,808.00 |
| *43" Arch Corr. Metal Pipe | 50 | Lin. Ft. | 15.60 | 13.56 | 678.13 | 780.00 |
| *Salvaging Culvert Pipe | 24 | Lin. Ft. | 3.00 | 1.17 | 28.10 | 72.00 |
| Metal Sight Post | 80 | Each | 3.50 | 2.26 | 181.02 | 280.00 |
| Metal Guard Rail | 167 | Lin. Ft. | 5.00 | 2.48 | 414.09 | 835.00 |
| Coarse Cr. Mat'l in Base | 22,269 | Cu.Yd. | 1.95 | 1.992 | 44,363.50 | 43,424.55 |
| 3/4"-0 Mat'l in Base | 3,021 | Cu.Yd. | 1.95 | 1.992 | 6,018.36 | 5,890.95 |
| **Sprinkling | 637.4 | M-Gals. | 2.00 | 2.18 | 1,389.49 | 1,274.80 |
| ***Preparation of Base | 2.3 | Mile | 100.00 | 100.00 | 230.00 | 230.00 |
| *** & **** 3/4"-0 Mat'l in Binder Course | 350 | Cu.Yd. | 3.50 | 3.50 | 1,225.00 | 1,225.00 |
| *** & **** Furnish & Place Aggr. | 1,729 | Cu.Yd. | 4.00 | 3.50 | 5,397.30 | 6,916.00 |

FINAL COST ANALYSIS - Page

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| ***RC-3 Asphalt | 44.52 | Tons | 50.00 | 50.00 | 2,226.00 | 2,226.00 |
| ***120-150 Asphalt | 132.35 | Tons | 46.00 | 46.00 | 6,088.10 | 6,088.10 |
| ***RS-1 Asphalt | 40.56 | Tons | 52.00 | 52.00 | 2,109.12 | 2,109.12 |
| *Tyle 2 Fence | 1,194.05 | Rods | 5.00 | 7.43 | 8,872.04 | 5,970.25 |
| *14' X 48" Metal Gates | 17 | Each | 100.00 | 58.26 | 990.45 | 1,700.00 |
| Structural Excav. | 106.96 | Cu.Yd. | 12.00 | 8.01 | 857.22 | 1,283.52 |
| Class "A" Concrete | 121.71 | Cu.Yd. | 75.00 | 66.20 | 8,057.10 | 9,128.25 |
| Metal Reinforcement | 30,330 | lb. | 0.135 | 0.134 | 4,082.71 | 4,094.55 |
| ****3/4"-1/2" Cr.Mat'l in SP | 777.52 | Cu.Yd. | 3.00 | 2.30 | 1,788.08 | 2,332.56 |
| ****1/2"-1/4" Cr.Mat'l in SP | 738.60 | Cu.Yd. | 3.00 | 2.30 | 1,698.58 | 2,215.80 |
| ****1/4"-#10 Cr.Mat'l in SP | 486.82 | Cu.Yd. | 3.50 | 2.30 | 1,119.58 | 1,703.87 |
| PA#1 Class "A" Conc.in box culv. | 51.13 | Cu.Yd. | 55.00 | 46.98 | 2,401.99 | 2,812.15 |
| PA#1 Metal Reinforcement | 8,170 | lb. | 0.14 | 0.134 | 1,098.68 | 1,143.80 |
| *PA#2 12" Concrete Pipe | 93 | Lin.Ft. | 2.25 | 1.60 | 148.58 | 209.25 |
| *PA#3 Loose Riprap | 682 | Cu.Yd. | 2.69 | 1.97 | 1,341.97 | 1,834.58 |
| PA#4 8" Metal Drain Pipe | 28 | Lin.Ft. | 4.50 | 1.64 | 45.86 | 126.00 |
| PA#5 Cement Adj.favor of Contr. | 6.725 | bbl. | 4.73 | 4.73 | 31.81 | 31.81 |
| *PA#6 12" Concrete Pipe | 45 | Lin.Ft. | 2.25 | 1.60 | 71.88 | 101.25 |
| *PA#7 6" Perf.Metal Drain Pipe | 400 | Lin.Ft. | 2.25 | 1.62 | 647.79 | 900.00 |
| *PA#7 Special backfill in Drains | 41 | Cu.Yd. | 5.54 | 3.78 | 154.78 | 227.14 |
| PA#8 3/4"-0 Base Mat'l in SP | 486.34 | Cu.Yd. | 1.50 | 2.11 | 1,026.60 | 729.51 |
| Force Account | | | | | 473.98 | 501.50 |
| | | | | | $164,923.85 | $152,087.72 |

FINAL COST ANALYSIS - PAGE 3

* Work done by Durbin Bros.
** Work Done by both McEwen and Durbin
*** Work done by Harrisburg Sand & Gravel Co.
**** E.C. Swaggert Co. (Crushing only)

| | Gross Revenue | Total Cost | Profit | Loss | % Profit | % Loss |
|---|---|---|---|---|---|---|
| F.H. McEwen | 75,420.82 | 70,480.18 | 4,940.64 | | 6.5% | |
| Durbin Bros. | 55,806.99 | 73,585.01 | | 17,778.02 | | 31.85% |
| E.C. Swaggert | 6,939.30 | 6,939.30 | | | | |
| Harrisburg Sand & Gravel Co. | 13,919.36 | 13,919.36 | | | | |
| | $152,087.72 | $164,923.85 | | $12,836.13 | | 8.44% |

# DETAIL OF COST

F. H. McEwen

| | | | | | |
|---|---|---|---|---|---|
| Labor: | | | | | |
| Labor | | | | $ 21,824.26 | |
| Labor Insurance | | | | 1,842.17 | |
| Health & Welfare | | | | 423.17 | $ 24,089.60 |
| Materials: | | | | | |
| Class "A" Concrete | 172.84 Cu. Yd. | @ | $14.36 | 2,482.31 | |
| Metal Reinforcement | 38,500 lbs. | @ | $0.085 | 3,272.50 | |
| Metal Sight Posts | 80 Each | @ | $1.32 | 105.60 | |
| Metal Guard Rail | 167 Lin. Ft. | @ | $1.32 | 220.44 | |
| 8" Metal Drain Pipe | 28 Lin. Ft. | @ | $1.31 | 36.68 | |
| 8" Bands | 2 Each | @ | $1.64 | 3.28 | 6,120.81 |
| Equipment Rental & Miscellaneous Supplies: | | | | | |
| Equipment Rental, Owned | | | | 26,598.71 | |
| Equipment Rental, Hired | | | | 5,145.60 | |
| Gas, Oil, and Grease | | | | 3,665.82 | |
| Bond | | | | 465.67 | |
| PL & PD Insurance | | | | 131.00 | |
| Lumber | | | | 609.52 | |
| Freight and Cartage | | | | 2,406.63 | |
| Small Tools and Miscellaneous Supplies | | | | 531.96 | |
| Home Office and General Overhead | | | | 687.91 | 40,242.82 |
| Sub-contracts: | | | | | |
| Burbin Bros. | | | | 55,806.99 | |
| Harrisburg Sand & Gravel Co. | | | | 13,919.36 | |
| E.C. Swaggert Co. | | | | 6,939.30 | 76,665.65 |
| | | | | | $ 147,118.88 |

# DETAIL OF COST

Durbin Bros.

| | | | | | |
|---|---|---|---|---|---|
| Labor: | | | | | |
| Labor | | | | $ 23,431.78 | |
| Labor Insurance | | | | 2,104.17 | |
| Health & Welfare | | | | 751.50 | $ 26,287.45 |
| Materials: | | | | | |
| 18" Concrete Pipe | 456 Lin. Ft. | @ | $2.05 | 934.80 | |
| 24" Concrete Pipe | 546 Lin. Ft. | @ | $3.05 | 1,665.30 | |
| 36" Concrete Pipe | 153 Lin. Ft. | @ | $5.38 | 823.14 | |
| 48" Concrete Pipe | 208 Lin. Ft. | @ | $9.25 | 1,924.00 | |
| 43" Arch Corr. Metal Pipe | 50 Lin. Ft. | @ | $11.03 | 551.50 | |
| 43" Bands | 2 Each | @ | $11.03 | 22.06 | |
| 12" Concrete Pipe | 138 Lin. Ft. | @ | $1.00 | 138.00 | |
| 6" Perf. Metal Drain Pipe | 400 Lin. Ft. | @ | $0.98 | 392.00 | |
| 6" Bands | 20 Each | @ | $1.19 | 23.80 | |
| Fencing Matdrial | | | | | |
| End & Corner Post shop made | | | | 120.09 | |
| 7'8" End Posts | 37 Each | @ | $6.06 | 224.22 | |
| 7'8" Corner Posts | 47 Each | @ | $8.62 | 405.14 | |
| Woven Wire | 1,380 Rods | @ | $0.99 | 1,366.20 | |
| Barb wire | 4,160 Rods | @ | $0.136 | 565.76 | |
| 6'6" Studded Tee Line Posts | 1,400 Each | @ | $1.09 | 1,526.00 | |
| 12 extra bags Clips | 1,500 Each | @ | $6.25 M | 9.38 | |
| 14' X 48" Metal Gates | 17 Each | @ | $27.45 | 466.65 | |
| Class "A" Concrete for concrete footings | | | | 547.00 | |
| Materials used on Force Account | | | | 52.99 | |
| 3/8"-0 Special Backfill | 41 Cu. Yd. | @ | $2.15 | 88.15 | 11,846.18 |
| Equipment Rental & Miscellaneous Supplies: | | | | | |
| Equipment Rental, Owned | | | | 12,639.93 | |
| Equipment Rental, Hired | | | | 14,333.04 | |
| Gas, Oil, and Grease | | | | 3,930.88 | |
| Explosives | | | | 1,794.74 | |
| PL & PD Insurance | | | | 292.90 | |
| Bond | | | | 416.14 | |
| Small Tools and Miscellaneous Supplies | | | | 379.20 | |
| Home Office and General Overhead | | | | 1,664.55 | 35,451.38 |
| | | | | | $ 73,585.01 |

## BREAKDOWN OF CRUSHING COSTS

|  | Quantity | Unit | Total Cost | Unit Costs |
|---|---|---|---|---|
| Move In and Set Up | 25,776.34 | Cu. Yd. | 3,288.14 | 0.127 |
| Haul to Crusher | 25,776.34 | Cu. Yd. | 12,955.00 | 0.503 |
| Feed Crusher | 25,776.34 | Cu. Yd. | 4,840.81 | 0.188 |
| Crushing | 25,776.34 | Cu. Yd. | 15,935.68 | 0.618 |
| Royalty | 25,776.34 | Cu. Yd. | 1,933.23 | 0.075 |
|  | 25,776.34 | Cu. Yd. | 38,952.86 | 1.511 |

Remarks:

This was a "Federal Aid Secondary Project" calling for the construction of 2.01 miles of highway roadbed, one reinforced concrete bridge, 2.31 miles of stone base, and 2.31 miles of type 0-11 oil mat wearing surface on the Cloverdale-Coast Fork Bridge Section, starting at Station 182+00 and ending at Station 304+38 of the Springfield-Creswell Highway in Lane County. The project was bid August 30, 1957 and awarded October 11, 1957. Work started September 16, 1957 and was completed October 14, 1958. Final estimate was received December 30, 1958.

Durbin Bros., being the subcontractor on the clearing, grading, pipe, et cetera, moved in seven men and equipment which consisted of two D8's and dozers, two DW20's and clearing equipment September 12th and started clearing and grading on the south end of the project between Stations 270 - 275. As the clearing was completed more equipment was brought onto the job for a total of four D8's and dozers and four DW20's, #12 blade, wagon drill compressor, and other equipment used for maintenance. The contractor was hampered somewhat by inclement weather during the fall of 1957; and in the cut from Station 265 to 267+50 more rock was encountered than was anticipated and when shot, broke big, requiring some secondary drilling and shooting. In the spring of 1958 the contractor was held up in his operations by a labor strike and again in July and August. The contractor shows a loss on the grading items due to a low bid price and additional costs caused by the strike.

The prime contractor (F.H. McEwen) moved in his semi-portable crushing plant and started setting up September 24, 1957 on the gravel bar controlled by the Creswell Sand & Gravel Co., and started crushing 3/4"-0 December 5th. As no part of the roadway was ready, the crushed material was stockpiled at the plant site until the grading was completed. The contractor shows a high cost on the crushed material because of the haul to the crusher. The following equipment was used for this operation: one 3/4-yard dragline, one D8 and dozer, one TD24 and scraper, and part time one HD21. The material was stockpiled behind the plant and fed to the crusher by one 2-1/2-yard loader. The contractor subcontracted the crushing of all stockpile and oiling aggregate to E.C. Swaggert at $1.70 per cubic yard. The oiling was in turn subcontracted to Harrisburg Sand & Gravel Company at the bid price except the items including aggregates which were $1.80 per cubic yard.

The contractor shows a loss on the base rock, but on the total contract a profit was realized.

M.N. Juve
Chief Cost Analyst

By

C.E. Layton

RECEIVED

'FOR FILING

S-358 (2)

(CONTRACT NO.) 5056

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 22, 1959

(EST. NO.)

(CONTRACTOR)

5056
(VOUCHER NO.)

12 final
(WARRANT NO.)

F. H. McEwen
(AMOUNT)

(DATE)

646

H 233566

$4,561.38

1/21/59

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weisenhaus
ACCOUNTING DIVISION

Specified completion date: 90 workdays from 10-21-57

Time Extensions: None

Completion Date: Oct. 14, 1958

Date Accepted: Oct. 23, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Jan. 23, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Lloyd Query
~~H. B. Glaisyer~~
Secretary

Warrant Mailed:

JAN 23 1959
Jc

NOTED ON CARD
em

A

RECEIVED
JAN 9 - 1959
FOR FILING

Jan. 8, 1959

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 5056, for structure, grading and oiling on the Cloverdale-Coast Fork Bridge Section of the Springfield-Creswell Highway in Lane County was completed by the contractor, F. H. McEwen, on Oct. 14, 1958, and was formally accepted by the Highway Commission on Oct. 23, 1958.

Final payment in the amount of $4,561.38 will be released to the contractor on or after Jan. 19, 1959. The total contract amount is $152,086.47, of which amount $501.50 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
em

Form E-1—10M—7-57

S-358 (2)

5056

[illegible]REGON STATE HIGHWAY DEPART[illegible]T

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 18, 1958

Section Cloverdale-Coast Fork Bridge

Kind of work Grading, Oiling, Structure

Highway Spfld.-Creswell County Lane

Section prefix 120-1032

Contractor F. H. McEwen

Contract number 5056

Date of contract Oct. 11, 1957

Specified work days 90

Date work started Sept. 12, 1957

Work days used 74

Project authorization $168,737.73

Exclusive of engineering $156,301.57

Per cent of time elapsed 82.2 %

Estimated cost of completed project, exclusive of engineering $152,625.06

Estimated per cent overrun or underrun none %

Per cent of contract completed, based on total contract price 95.00 %

Engineering authorization $12,436.55

Engineering cost to date $16,840.44, 135.4 %

Date project was completed Oct. 14, 1958

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished painting guard rail, and cleaning of culvert pipe which completed the project Tuesday, Oct. 14. 1958.

Mr. F. L. Morgan was over the project Wed., Oct. 15 and accepted it.

This will be the last weekly report.

CONSTRUCTION DIVISION
RECEIVED
OCT 20 1958
NOTED- CE ACE ACE COE

Noted
W. N. Juve

Signed H. E. Mayfield

Address 2141 E. 15th Ave. Eugene, Oregon

**Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.**

State Printing 5146

Structure
Class A Conc.

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | ~~PAVING~~ |
|---|---|---|---|---|---|
| **Miles in project** | 2.01 | 2.31 | | 2.31 | 0.01 |
| **Miles partially completed** | | | | | |
| **Miles completed** | 2.01 | 2.31 | | 2.31 | 0.01 |
| **Total estimated quantities (contract)** | 65,500 c.y. | 27,300 c.y. | 2,000 c.y. | 1,600 c.y. | 175 c.y. |
| **Total quantities corrected to date** | 64,280 c.y. | 25,467 c.y. | 2,000 c.y. | 1,705 c.y. | 172 c.y. |
| **Estimated quantities moved or placed to date** | 64,280 c.y. | 25,467 c.y. | 1,300 c.y. | 1,705 c.y. | 172 c.y. |
| **Average daily quantities** | - | - | - | - | - |
| **Average daily quantities necessary to complete project on time** | | - | - | - | - |
| **Number shifts per day** | 1 | | | | |
| **Hours per shift** | 8 | | | | |
| **Average force on project for week** | 2 | | | | |
| **Men** | 2 | | | | |
| **Supervision** | | | | | |
| **Men and trucks under 3 tons** | | | | | |
| **Men and trucks over 3 tons** | | | | | |
| **Men and tractors** | | | | | |

**Equipment used during week: Shovels** ........, **Power graders** ........, **Rollers** ........, **Mixers** ........, **Crushing or screening plants** ........

**Compressors** 1, **Bulldozers** ........., **Compaction rollers** .........., . . . . .........., . . . . .........., . . . . ..........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| **Sunday** | fair | | |
| **Monday** | fair | | |
| **Tuesday** | fair | | |
| **Wednesday** | fair | | |
| **Thursday** | fair | | |
| **Friday** | fair -showers P.M. | | |
| **Saturday** | | | |

RECEIVED FOR FILING

Contract 50

|  |  |  |
|---|---|---|
| Monthly Transaction No.<br>7-98 | Form ...-2<br>(9-12-57) | State<br>Oregon |
| Project Report No.<br>S-358(2)<br>4 | U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | County<br>Lane |
|  | **FEDERAL-AID PROJECT AGREEMENT** | Project No.<br>S-358(2) |

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini Cloverdale-Coast Fork Willamette River Section - from approximately 3.5 miles south of Junction FA 29 to Coast Fork Willamette River on State Highway 222.

| Project classification or class of work | Effective date of authorization | Approximate length (*Miles*) |
|---|---|---|
| Highway planning |  |  |
| Preliminary engineering |  |  |
| Rights-of-Way | 8/12/57 | ~~——~~ |
| Construction |  |  |
| Other (*Specify*) | 8/12/57 | 2.021 |

FUNDS

| Estimated total cost of project | Federal funds |
|---|---|
| $ 166,822.00 | $ 103,000.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By

State Highway Engineer
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

Date executed by Division Engineer July 23, 1958

USComm-DC 40257

Oregon State Highway Department

Federal Aid Secondary
Project No. S-358(2)

## CLOVERDALE - COAST FORK BRIDGE SECTION OF THE SPRINGFIELD - CRESWELL HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon July 2, 1958

Type Code P. E.

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All | Required | | $ 5,000.00 |

Type Code 5231
Roadway (Sta. 182+00 to Sta. 288+70.57) (Contract No.5056)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | | 5,300.00 |
| Drainage Excavation, Unclassified | 460 | cu.yds. | 2.50 | 1,150.00 |
| Special Borrow Excavation, Unclassified | 3,100 | cu.yds. | .32 | 992.00 |
| General Excavation, Unclassified | 60,500 | cu.yds. | .32 | 19,360.00 |
| Short Overhaul | 264,000 | yd. sta. | .01 | 2,640.00 |
| Long Overhaul | 7,200 | C-yd.sta. | .40 | 2,880.00 |
| Finishing Roadbed and Slopes | 2.01 | miles | 800.00 | 1,608.00 |
| Rounding Cutbanks | 15,000 | lin.ft. | .10 | 1,500.00 |
| 18-inch Concrete Pipe | 370 | lin.ft. | 3.60 | 1,332.00 |
| 24-inch Concrete Pipe | 600 | lin.ft. | 5.10 | 3,060.00 |
| 36-inch Concrete Pipe | 170 | lin.ft. | 8.50 | 1,445.00 |
| 48-inch Concrete Pipe | 220 | lin.ft. | 13.50 | 2,970.00 |
| 43-inch Arch Type Corrugated Metal Pipe | 60 | lin.ft. | 15.60 | 936.00 |
| Salvaging Culvert Pipe | 80 | lin.ft. | 3.00 | 240.00 |
| Class "A" Concrete in Box Culvert | 54 | cu.yds. | 55.00 | 2,970.00 |
| Metal Reinforcement in Box Culvert | 8,500 | lbs. | .14 | 1,190.00 |
| Metal Sight Posts | 80 | Only | 3.50 | 280.00 |
| Metal Guard Rail | 170 | lin.ft. | 5.00 | 850.00 |
| Coarse Crushed Material in Base | 24,300 | cu.yds. | 1.95 | 47,385.00 |
| 3/4" - 0 Material in Base | 2,740 | cu.yds. | 1.95 | 5,343.00 |
| Sprinkling | 1,010 | M-Gals. | 2.00 | 2,020.00 |
| Preparation of Base | 2.10 | miles | 100.00 | 210.00 |
| 3/4" - 0 Material in Binder Course | 300 | cu.yds. | 3.50 | 1,050.00 |
| Furnishing and Placing Aggregates | 1,545 | cu.yds. | 4.00 | 6,180.00 |
| RC-3 Asphalt | 46 | tons | 50.00 | 2,300.00 |
| 120-150 Asphalt | 110 | tons | 46.00 | 5,060.00 |
| RS-1 Asphalt | 50 | tons | 52.00 | 2,600.00 |
| Type 2 Fence | 1,580 | rods | 5.00 | 7,900.00 |
| 14' x 48" Metal Gates | 10 | Only | 100.00 | 1,000.00 |
| | | | | $ 131,351.00 |
| Flagging (57½% of Contractors Costs) | All | Required | | 250.00 |
| | Subtotal | | | 131,601.00 |
| | 10% Engr. & Cont. | | | 13,160.10 |
| | TOTAL | | | $ 144,761.10 |

Type Code [illegible]
Bear Creek Bridge (Sta. 231+96 to Sta. 232+64) (Contract No. 5056)

| | | | |
|---|---|---|---|
| Structural Excavation | 170 cu.yds. | 12.00 | $ 2,040.00 |
| Class "A" Concrete | 122 cu.yds. | 75.00 | 9,150.00 |
| Metal Reinforcement | 32,000 lbs. | .135 | 4,320.00 |
| | Subtotal | | $15,510.00 |
| | 10% Engr. & Cont. | | 1,551.00 |
| | TOTAL | | $17,061.00 |

Length of Roadway . . . . . . . . . . . 2.008 miles
Length of Structure . . . . . . . . . . 0.013 mile
Total Length . . . . . . . . . . . . . 2.021 miles
Cost of Roadway Per Mile . . . . . . . . $72,092.18

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 5,000.00 | $ 3,000.00 | $ 2,000.00 |
| Roadway | 144,761.10 | 89,500.00 | 55,261.10 |
| Structure | 17,061.00 | 10,500.00 | 6,561.00 |
| | $166,822.10 | $ 103,000.00 | $ 63,822.10 |

State Funds for Const: Chap 175, Laws 1917; Chap 31, Laws 1920; Chap 529, Laws 1939.

State Fund for Maint: Chap 529, Laws 1939.

RECEIVED
MAR 5 - 1958
FOR FILING

[illegible]

5056

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Feb. 26, 1958

SUBJECT:

Cloverdale-Coast Fork Bridge
Springfield-Creswell Highway
Contract 5056

To:

L. H. Young
Asst. Construction Engineer
Salem, Oregon

In reply to your letter of February 18, 1958, concerning the request from Mr. Frank C. McKinney for additional information regarding the lease and assignment of lease on the above mentioned project of said areas of land occupied by the contractor's stockpiles, I forward herewith a copy of a report from Mr. Harley A. Mayfield, Resident Engineer on this project. Mr. Mayfield has contacted the contractor, who in turn has contacted the property owner, Creswell Sand & Gravel Company. Please be advised that the Creswell Sand & Gravel Company has paid their delinquent taxes for the years 1953-54 to and including the year 1957-58. Copies of these tax statements and receipt thereof are attached hereto. Attached to this report also is a title report issued by the Lane County Title Company regarding the property in question.

I believe the information submitted herewith will complete the necessary requirements for this lease.

F D Morgan
F. D. Morgan
Division Engineer

dls
encls.

NOTED
FORREST COOPER

CONSTRUCTION DIVISION
RECEIVED
FEB 27 1958
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

FORM 530—50M—2-57—1476

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 17, 1958

SUBJECT: Cloverdale-Coast Fork Bridge
Springfield-Creswell Highway
Contract No. 5056
F. H. McEwen
Assignment of Lease

To: Forrest Cooper
Deputy State Highway Engineer

OFFICE

Mr. Leonard I. Lindas has forwarded to me the original lease between Creswell Sand and Gravel Company and F. H. McEwen, the assignment of the lease to the State and what purports to be a title report. The lease and assignment thereof appear satisfactory on their face and I have had Mr. Lindas accept the assignment.

There are, however, certain discrepancies which should be cleared up. The lease agreement describes the property as being Section 13, Township 19 South, Range 3 West, W.M., Lane County, Oregon, but the metes and bounds description set forth in the title report makes no reference to Section 13. I assume, however, that the engineers have satisfactorily determined that the property described in the title report is in Section 13.

Also, the title report only shows exceptions #5, 6 and 7 and does not show who has the fee simple estate. If there are other exceptions, except the standard policy exceptions, we should be advised of them in order to determine whether or not they might affect the leasing rights. In addition, it appears the title report is as of August 1, 1952, and Mr. Lindas believes that the contractor should be requested to immediately furnish us with a current title report. The only reason Mr. Lindas accepted the assignment, in view of the discrepancies, was to avoid holding up the advance payments which might affect the completion of the contract.

REFERRED TO
Young
By Construction Engineer

Frank C. McKinney
FRANK C. McKINNEY
Chief, Office Section

CONSTRUCTION DIVISION
RECEIVED
FEB 18 1958

NOTED ☒ ☐ ☐ ☐ ☐
CE ACE ACE COE

FCM:mmb
cc: Tom Edwards
S. H. Probert
L. I. Lindas
Enc.-Lease assignment
Title report

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
FEB 17 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 80M 9-57—6993

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

RECEIVED
FEB 10 1958
LEGAL DEPT.

Salem, Oregon
February 10, 1958

**SUBJECT:** Cloverdale-Coast Fork Bridge
Springfield-Creswell Highway
Contract No. 5056

**To:** Mr. Leonard I. Lindas
Chief Counsel
Office

REFERRED 2-10-58
TO McKinney
FOR handling
LEONARD I. LINDAS

I am forwarding herewith a Lease Agreement between the Creswell Sand and Gravel Company and F. H. McEwen, prime contractor, on the subject named job.

This lease agreement is drawn for the purpose of obtaining advance payments on crushed surfacing materials on hand. In support of this lease agreement is a preliminary title report from the Title Abstract Company of Eugene.

If these instruments are found suitable will you please forward them to Mr. Cooper for his acceptance.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

cc Forrest Cooper
S. H. Probert

FORM E-30X—37,500—6-57—6884

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Feb. 3, 1958

SUBJECT:

Cloverdale-Coast Fork Bridge
Con. 5056, Prefix 120-1032

To:

Tom Edwards
Construction Engineer
Salem, Oregon

Enclosed herewith find the following data showing the right to allow payment for material on hand for the above named subject project:

1. Lease from Creswell Sand & Gravel to F. H. McEwen
2. The fee simple estate.
3. Assignment of Lease.

Bill E. Brown

Bill E. Brown
Office Engineer

dls
encls.

CONSTRUCTION DIVISION
RECEIVED
FEB 4 1958
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

ORIGINAL

NAME AND ADDRESS OF OWNER
DESCRIPTION OF PROPERTY

RETURN ALL 3 COPIES OF STATEMENT WITH YOUR PAYMENT

[illegible]

## 1953-54 TAXES

FOR FISCAL YEAR ENDING JUNE 30, 1954

LANE COUNTY, OREGON

WHEN PROPERLY ENDORSED THIS STATEMENT BECOMES YOUR RECEIPT FOR TAXES PAID ON PROPERTY DESCRIBED BELOW.

MAKE YOUR REMITTANCES PAYABLE TO

EDWARD W. ELDER, SHERIFF AND TAX COLLECTOR
EUGENE, OREGON PHONE 4-4415

| DELINQUENT TAXES | |
|---|---|
| AS OF ______ INTEREST NOT INCLUDED | |
| 1952-53 | |
| 1951-52 | |
| 1950-51 | |
| 1949-50 | |
| 1948-49 | |
| 1947-48 | |
| PRIOR | |

| CODE NUMBER | COMBINED LEVY IN MILLS | TAXABLE VALUE EQUALIZED BY COUNTY BOARD | TOTAL ADVALOREM TAXES LEVIED | ASSESSMENTS FIRE PATROL | | | TOTAL TAXES AND ASSESSMENTS | 3% DISCOUNT | NET IF PAID BEFORE NOV. 15, 1953 |
|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | | | | [illegible] | | |

CERTIFIED AS TRUE COPY OF ORIGINAL
EDWARD W. ELDER, SHERIFF. BY Louise Burkhart
DEPUTY

| | | | | | |
|---|---|---|---|---|---|
| RECEIVED FROM | 1ST ¼ NOV 15 53 | 2ND ¼ FEB 15 54 | 3RD ¼ MAY 15 54 | 4TH ¼ AUG 15 54 | FULL ✓ |
| ADDRESS | TAXES LEVIED | [illegible] | | | |
| | DISCOUNT | | | | |
| CASH | M.O. | INTEREST | [illegible] | | |
| CHECK | CLERK | TOTAL | 33.34 | | |

PAID #88561
FEB 24 1958
EDWARD W. ELDER
SHERIFF & TAX COLLECTOR

3 PER CENT DISCOUNT ALLOWED IF PAID IN FULL BY NOV. 15, 1953

---

ORIGINAL

NAME AND ADDRESS OF OWNER
DESCRIPTION OF PROPERTY

RETURN ALL 3 COPIES OF STATEMENT WITH YOUR PAYMENT

22124

[illegible]

## 1954-55 TAXES

FOR FISCAL YEAR ENDING JUNE 30, 1955

LANE COUNTY, OREGON

WHEN PROPERLY ENDORSED THIS STATEMENT BECOMES YOUR RECEIPT FOR TAXES PAID ON PROPERTY DESCRIBED BELOW.

MAKE YOUR REMITTANCES PAYABLE TO

EDWARD W. ELDER, SHERIFF AND TAX COLLECTOR
EUGENE, OREGON PHONE 4-4415

| DELINQUENT TAXES | |
|---|---|
| AS OF ______ INTEREST NOT INCLUDED | |
| 1953-54 | |
| 1952-53 | |
| 1951-52 | |
| 1950-51 | |
| 1949-50 | |
| 1948-49 | |
| PRIOR | |

| CODE NUMBER | COMBINED LEVY IN MILLS | TAXABLE VALUE EQUALIZED BY COUNTY BOARD | TOTAL ADVALOREM TAXES LEVIED | ASSESSMENTS FIRE PATROL | | | TOTAL TAXES AND ASSESSMENTS | 3% DISCOUNT | NET IF PAID BEFORE NOV. 15, 1954 |
|---|---|---|---|---|---|---|---|---|---|
| [illegible] | 906 | [illegible] | [illegible] | | | | [illegible] | | |

CERTIFIED AS TRUE COPY OF ORIGINAL
EDWARD W. ELDER, SHERIFF. BY Louise Burkhart
DEPUTY

| | | | | | |
|---|---|---|---|---|---|
| RECEIVED FROM [illegible] | 1ST ¼ NOV 15 54 | 2ND ¼ FEB 15 55 | 3RD ¼ MAY 15 55 | 4TH ¼ AUG 15 55 | FULL |
| ADDRESS [illegible] | TAXES LEVIED | [illegible] | | | |
| | DISCOUNT | | | | |
| CASH | M.O. | INTEREST | 6.85 | | |
| CHECK | CLERK 8 | TOTAL | [illegible] | | |

PAID 88562
FEB 24 1958
EDWARD W. ELDER
SHERIFF & TAX COLLECTOR

3 PER CENT DISCOUNT ALLOWED IF PAID IN FULL BY NOV. 15, 1954

DUPLICATE

EXAMINE DESCRIPTION CAREFULLY
TAX COLLECTOR NOT RESPONSIBLE FOR
PAYMENT ON WRONG DESCRIPTION.

RETURN ALL 3 COPIES OF STATEMENT WITH YOUR PAYMENT

[illegible]

Cont. 36.96 Acres

## 1955-56 TAXES

FOR FISCAL YEAR ENDING JUNE 30, 1956

LANE COUNTY, OREGON

WHEN PROPERLY ENDORSED THIS STATEMENT BECOMES YOUR RECEIPT FOR TAXES PAID ON PROPERTY DESCRIBED BELOW.

MAKE YOUR REMITTANCES PAYABLE TO
EDWARD W. ELDER, SHERIFF AND TAX COLLECTOR
EUGENE, OREGON PHONE 4-4415

| DELINQUENT TAXES AS OF ____ INTEREST NOT INCLUDED | |
|---|---|
| 1954-55 | |
| 1953-54 | |
| 1952-53 | |
| 1951-52 | |
| 1950-51 | |
| 1949-50 | |
| PRIOR | |

| CODE NUMBER | COMBINED LEVY IN MILLS | TAXABLE VALUE EQUALIZED BY COUNTY BOARD | TOTAL ADVALOREM TAXES LEVIED | ASSESSMENTS FIRE PATROL | | | TOTAL TAXES AND ASSESSMENTS | 3% DISCOUNT | NET IF PAID BEFORE NOV. 15, 1955 |
|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | 32.96 | | | | 32.96 | | |

CERTIFIED AS TRUE COPY OF ORIGINAL.
EDWARD W. ELDER, SHERIFF. BY Louise Burkhart
DEPUTY

RECEIVED FROM [illegible]
ADDRESS [illegible] St.
[illegible]

| CLERK | M. O. | CHECK | CASH |
|---|---|---|---|
| 7 | | | |

PAID #88563
FEB 24 1958
EDWARD W. ELDER
SHERIFF & TAX COLLECTOR

| 1st ¼ NOV. 15, 55 | 2ND ¼ FEB. 15, 56 | 3RD ¼ MAY 15, 56 | 4TH ¼ AUG. 15, 56 | FULL |
|---|---|---|---|---|

| | |
|---|---|
| TAXES LEVIED | 32.96 |
| DISCOUNT | |
| INTEREST | 5.16 |
| TOTAL | 38.12 |

3 PER CENT DISCOUNT ALLOWED IF PAID IN FULL BY NOV. 15, 1955

---

© OZ 7648

EXAMINE DESCRIPTION CAREFULLY
TAX COLLECTOR NOT RESPONSIBLE FOR
PAYMENT ON WRONG DESCRIPTION.

RETURN ALL 3 COPIES OF STATEMENT WITH YOUR PAYMENT

22124

[illegible]

Cont. 36.9[illegible]

## 1956-57 TAXES

FOR FISCAL YEAR ENDING JUNE 30, 1957

LANE COUNTY, OREGON

WHEN PROPERLY ENDORSED THIS STATEMENT BECOMES YOUR RECEIPT FOR TAXES PAID ON PROPERTY DESCRIBED BELOW.

MAKE YOUR REMITTANCES PAYABLE TO
EDWARD W. ELDER, SHERIFF AND TAX COLLECTOR
EUGENE, OREGON PHONE DI 4-4415

| DELINQUENT TAXES AS OF ____ INTEREST NOT INCLUDED | |
|---|---|
| 1955-56 | |
| 1954-55 | |
| 1953-54 | |
| 1952-53 | |
| 1951-52 | |
| 1950-51 | |
| PRIOR | |

| CODE NUMBER | COMBINED LEVY IN MILLS | TAXABLE VALUE EQUALIZED BY COUNTY BOARD | TOTAL ADVALOREM TAXES LEVIED | ASSESSMENTS FIRE PATROL | | | TOTAL TAXES AND ASSESSMENTS | 3% DISCOUNT | NET IF PAID BEFORE NOV. 15, 1956 |
|---|---|---|---|---|---|---|---|---|---|
| [illegible] | 92.5 | [illegible] | 37.11 | | | | 37.11 | | |

[illegible]INAL
EDWARD W. ELDER, SHERIFF. BY Louise Burkhart
DEPUTY

RECEIVED FROM [illegible]
ADDRESS 1653 [illegible]
[illegible]

| CLERK | M. O. | CHECK | CASH |
|---|---|---|---|
| 8 | | | |

PAID 88564
FEB 24 1958
EDWARD W. ELDER
SHERIFF & TAX COLLECTOR

| 1st 1/4 NOV. 15, 56 | 2ND 1/4 FEB. 15, 57 | 3RD 1/4 MAY 15, 57 | 4TH 1/4 AUG. 15, 57 | FULL |
|---|---|---|---|---|

| | |
|---|---|
| TAXES LEVIED | 37.11 |
| DISCOUNT | |
| INTEREST | 2.84 |
| TOTAL | 39.95 |

3 PER CENT DISCOUNT ALLOWED IF PAID IN FULL BY NOV. 15, 1956

EXAMINE DESCRIPTION CAREFULLY
TAX COLLECTOR NOT RESPONSIBLE FOR
PAYMENT ON WRONG DESCRIPTION.

RETURN ALL 3 COPIES OF STATEMENT WITH YOUR PAYMENT

22124

[illegible]

Tax Lot -1 [illegible]
R 3 W, W.M.

Cont. 36.96 Acres

# 1957-58 TAXES

FOR FISCAL YEAR ENDING JUNE 30, 1958

## LANE COUNTY, OREGON

WHEN PROPERLY ENDORSED THIS STATEMENT BECOMES YOUR RECEIPT FOR TAXES PAID ON PROPERTY DESCRIBED BELOW.

MAKE YOUR REMITTANCES PAYABLE TO

EDWARD W. ELDER, SHERIFF AND TAX COLLECTOR
EUGENE, OREGON PHONE DI 4-4415

**DELINQUENT TAXES**

AS OF 10-16-57

INTEREST NOT INCLUDED

| | |
|---|---|
| 1956-57 | 37.11 |
| 1955-56 | 32.96 |
| 1954-55 | 28.95 |
| 1953-54 | 24.56 |
| 1952-53 | |
| 1951-52 | |
| PRIOR | |

| CODE NUMBER | COMBINED LEVY IN MILLS | TAXABLE VALUE EQUALIZED BY COUNTY BOARD | TOTAL ADVALOREM TAXES LEVIED | ASSESSMENTS FIRE PATROL | ASSESSMENTS | ASSESSMENTS | TOTAL TAXES AND ASSESSMENTS | 3% DISCOUNT | NET IF PAID BEFORE NOV. 15, 1957 |
|---|---|---|---|---|---|---|---|---|---|
| 40E | 816 | 410 | 3346 | | | | 3346 | | |

CERTIFIED AS TRUE COPY OF ORIGINAL
EDWARD W. ELDER, SHERIFF. BY Louise Burkhart
DEPUTY

RECEIVED FROM [illegible]

ADDRESS [illegible]
Eugene, Oregon

| CLERK | M.O. | CHECK | CASH |
|---|---|---|---|
| 8 | | | |

**PAID** 88565
FEB 24 1958
EDWARD W. ELDER
SHERIFF & TAX COLLECTOR

| | 1ST 1/4 NOV. 15, 57 | 2ND 1/4 FEB. 15, 58 | 3RD 1/4 MAY 15, 58 | 4TH 1/4 AUG. 15, 58 | FULL |
|---|---|---|---|---|---|
| TAXES LEVIED | 33.46 | | | | |
| DISCOUNT | | | | | |
| INTEREST | .28 | | | | |
| TOTAL | 33.74 | | | | |

3 PER CENT DISCOUNT ALLOWED IF PAID IN FULL BY NOV. 15, 1957.

## IMPORTANT TO TAXPAYERS

Sec. 110.823 The first quarter [illegible] charged on any separate [illegible] property [illegible] personal property of any [illegible] on the tax roll shall be paid on or before [illegible] next following; the second [illegible] day of February next [illegible] the fifteenth day of May [illegible] quarter on or before the [illegible] ing. Interest shall be [illegible] quarter of taxes not so paid [illegible] cent per month or fraction [illegible]

**(Discounts** shall be [illegible] of such taxes made [illegible] November as follows: One [illegible] so paid; 2 per cent on [illegible] 3 per cent where all of such taxes [illegible]

Any and all taxes not paid [illegible] of August shall become delinquent [illegible] specified shall be [illegible] discounts [illegible] Sunday [illegible]

In order to receive the [illegible] the whole tax must be paid [illegible]

Address all communications to [illegible]

[redacted]

## FORECLOSURE

Sec. 110.8[illegible] [illegible]

Sec. 110.8[illegible] Whenever [illegible] any [illegible] the tax collector shall proceed [illegible] the full amount of [illegible] interest and penalties thereon.

## INTEREST AND DISCOUNT SHEET FOR QUARTERLY PAYMENT UNDER 1941 TAX LAW

| DATE | 1st Quarter Int. | 2nd Quarter Dis. | 2nd Quarter Int. | 3rd Quarter Dis. | 3rd Quarter Int. | 4th Quarter Dis. | 4th Quarter Int. |
|---|---|---|---|---|---|---|---|
| To Nov. 15 | | 4 | | 4 | | [illegible] | |
| Nov. 16 to Dec. 15 | [illegible] | | | | | | |
| Dec. 16 to Jan. 15 | [illegible] | | | | | | |
| Jan. 16 to Feb. 15 | [illegible] | | | | | | |
| Feb. 16 to Mar. 15 | [illegible] | | [illegible] | | | | |
| Mar. 16 to Apr. 15 | [illegible] | | [illegible] | | | | |
| Apr. 16 to May 15 | [illegible] | | [illegible] | | | | |
| May 16 to June 15 | [illegible] | | [illegible] | | [illegible] | | |
| June 16 to July 15 | [illegible] | | [illegible] | | [illegible] | | |
| July 16 to Aug. 15 | [illegible] | | 4 | | [illegible] | | |
| Aug. 16 to Sept. 15 | [illegible] | | [illegible] | | [illegible] | | [illegible] |
| Sept. 16 to Oct. 15 | [illegible] | | [illegible] | | [illegible] | | 1½ |
| Oct. 16 to Nov. 15 | [illegible] | | 6 | | 4 | | 2 |

AGENT OF
TITLE AND TRUST
COMPANY
PORTLAND, OREGON

LANE COUNTY TITLE COMPANY
878 PEARL STREET
Phone: Diamond 4-5271
EUGENE, OREGON

February 20, 1958

State Highway Department
Salem
Oregon

Re: Order No. 103,323

Gentlemen:

**PRELIMINARY REPORT ONLY**
**No liability is assumed hereunder until full policy premium has been paid.**

**We are prepared to issue title insurance policy in the usual form insuring the title to the land described on the attached description sheet:**

**Vestee:** CRESWELL SAND & GRAVEL CO.

**Dated as of** February 19, 19 58 **at 8:00 a.m.**

**LANE COUNTY TITLE COMPANY**
**By** Sig H Seashore
Sig H. Seashore, President

**Subject to the usual printed exceptions and stipulations,** and:

1. Taxes, as shown by tax roll card no. 22124, as follows:
For fiscal year 1953-54, $24.56, plus interest.
For fiscal year 1954-55, $28.95, plus interest.
For fiscal year 1955-56, $32.96, plus interest.
For fiscal year 1956-57, $37.11, plus interest.
For fiscal year 1957-58, $33.46, plus interest.
NOTE: This is in the process of foreclosure.

2. Easement for County Road.

3. Mortgage, including the terms and provisions thereof, executed by Creswell Sand & Gravel Company to Katherine B. Melton, dated August 3, 1956, recorded August 15, 1956, Recorder's Reception No. 92327, Lane

**Report No.** 103,323-hms

County Oregon Mortgage Records, given to secure the payment of a note for $1,960.00, together with interest thereon.

4. The interest of F. H. McEwen, under an unrecorded lease.

5. Judgment against F. H. McEwen, in favor of H. R. Anderson entered December 26, 1956, in Docket 21 at Page 162, CC No. 50980, in the amount of $3,300.00, with interest at 6% per annum from April 13, 1956, and costs, $25.00. Transcript-Circuit Court, Multnomah County, Oregon.

Liability hereunder is limited to the amount paid herefor, which is the sum of $22.50.

NOTE: The above noted judgment in Exception No. 5 has been satisfied in Multnomah County and a transcript of said satisfaction will be obtained and filed in Lane County, Oregon.

- 22, 1740

Beginning at a point in the center line of the vacated portion of the County Road No. 225, said point being 811.6 feet South 89° 26' East from the Southwest corner of the McElvey Wooten Donation Land Claim No. 46, in Township 19 South, Range 3 West of the Willamette Meridian, said point also being 144.1 feet North 89° 26' West from the Northeast corner of the Joseph Petty Donation Land Claim No. 48, from said beginning point run thence North 0° 34' East 416.0 feet; thence South 89° 26' East 144.1 feet, thence North 0° 34' East 947.8 feet; thence East 1173.6 feet, thence South 20° 43' West 1465.0 feet to the center line of said vacated portion of County Road No. 225, thence North 89° 26' West on the center line of said vacated road, 813.3 feet to the point of beginning, in Lane County, Oregon.

# LEASE AGREEMENT

This Agreement made this 1st day of December, 1957, by and between Creswell Sand and Gravel Company, of Creswell, Oregon, and F. H. McEwen, a Contractor for the State of Oregon Highway Department, hereinafter respectfully called lessor and lessee whether one or more.

That the lessor, for and in consideration of the sum of seven and one half cents per cubic yard to be paid by lessee, does grant, demise, lease and let unto the lessee for the sale and only purpose of mining, crushing and stockpiling of sand and gravel for Oregon State Highway project, contract No. 5056, awarded Oct. 11, 1957 to lessee, that certain tract of land described as follows--to wit:

Section 13, T 19 S, R 3 W, W.M., in Lane County, Oregon

IN WITNESS WHEREOF, the parties have hereunto set their hands this the day and year first above written.

Lessor Creswell Sand & Gravel

By R. M. Carpenter

LESSEE F. H. McEwen

By F. H. McEwen

The fee simple estate.

5. Mortgage, including the terms and provisions thereof, from Creswell Sand & Gravel Company, an Oregon corporation, to Katherine E. Kelton, recorded June 16, 1952 in Lane County Oregon Mortgage Records under clerk's filing No. 3-77272, given to secure the payment of a note for $1500.00.

6. Any interest claimed by Creswell Sand & Gravel Company by virtue of deed from L. S. Carpenter and Iva M. Carpenter, his wife recorded Feb. 23, 1949 in Vol. 390 page 558 of Lane County Deed Records, which was a bargain and sale deed given long before the grantor therein had title.

7. The interest of R. M. Carpenter by virtue of an unrecorded land sale contract.

Beginning at a point in the center line of the vacated portion of the County Road #225, said point being [illegible].6 feet south 89° 26' east from the southeast corner of the McElvey [illegible] Donation Land Claim No. 46, in township 1[illegible] south range 3 west of the Willamette Meridian, said point also being [illegible].1 feet north 89° 26' west from the northeast corner of the Joseph Petty Donation Land Claim No. [illegible], from said beginning point run thence north 0° 34' east [illegible].0 feet; thence south 89° 26' east [illegible].1 feet; thence north 0° 34' east 947.8 feet; thence east 1173.6 feet, thence south [illegible] [illegible]' west 1465.[illegible] feet to the center line of said vacated portion of County Road #225, thence north 89° 26' west along the center line of said vacated road 817.3 feet to the point of beginning, in Lane County, Oregon.

Page 3. 7-57798 4

5400.00 47.00 7-57708

[illegible] P. Carpenter

Five thousand, four hundred ------------------

August 1, 1952 at 5 o'clock P. M.

Title Abstract Company of Eugene

By

Edward T. [illegible]ner, Manager

ASSIGNMENT OF LEASE

For value received F.H. McEwen,
Name
contractor on highway (bridge) construction contract No. 5056, does hereby sell, transfer, assign, and set over to the Oregon State Highway Commission, for the duration of said contract, all its right, title, and interest in and to the lease affixed hereto, reserving the right to go upon and use the leased premises for the purposes of said contract, and, further, does agree to indemnify and hold harmless the said Highway Commission, its members, officers, employees, and agents against any and all claims or damages which may result from the use of the property covered by said lease during the term of this assignment.

Attachments:
1. Copy of lease from Creswell Sand & Gravel Co. (lessor) to F.H. McEwen (contractor-lessee) dated December 1, 1957, covering a parcel of land in Section 13, Range 3W, W.M., Twp 19S Lane County, Oregon.
2. Title report of lessor.

January 31, 1958
Date

Eugene, Oregon
Place

F.H. McEWEN
Contractor

By F.H. McEwen

STATE OF OREGON )
County of Lane ) ss.

On this 31st day of January, 1958, personally came before me, a Notary Public in and for said county and state, and within named F.H. McEwen to me personally known to be the identical person described in, and who executed, the within instrument, and who each personally acknowledged to me that he executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

Ray F. Siegenthaler
Notary Public for Oregon

My commission expires Aug. 30, 1959

ACCEPTANCE RECOMMENDED:

Deputy State Highway Engineer

ACCEPTED, on behalf of the State Highway Commission

Chief Counsel

RECEIVED
FEB 4 - 1958
FOR FILING

January 31, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Forces Work No. 285 covering moving the Creswell Telephone Company line on the Cloverdale-Coast Fork Bridge Section of the Springfield-Creswell Highway in Lane County, Contract No. 5096, in connection with Federal Aid Project No. S-358(2).

This work is necessary to clear for construction. The obligation of the State to move the telephone line is established by the attached letters of the Assistant Counsel. Copies of the Company's estimate and sketches are also attached.

Your approval of this order under the provisions of PPM 30-4 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
DEC 13 1957
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

S. 358(2)

December 11, 1957

Creswell Telephone Company
155 Oregon Street
Creswell, Oregon

Re: Creswell Telephone Company
Telephone Line Adjustment
Cloverdale-Coast Fork Bridge
Springfield-Creswell Highway
Lane County

Gentlemen:

On September 18, 1957, I wrote to you regarding the moving of facilities on the above titled project. It now appears that that communication was in error with reference to the facilities located on the southerly side of the highway between Stations 266 and 293.

The information now given to me is that there are sixteen poles on the southerly side of the highway between Stations 266 and 293 which must be moved and that all of these are located on private property, so that it will be the obligation of the Highway Commission to reimburse you for the necessary relocation. None of the poles in question are located on State highway right of way.

As stated in my letter of September 18 and in order that we may comply with the conditions of the GAM-300 issued by the Public Roads Administration on the date of May 1, 1946, it is requested that you submit to Mr. Harley Mayfield, Resident Engineer, Room 4, 506½ Main Street, Springfield, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, material, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Mayfield.

As stated to you before, reimbursement will be made exclusive of any improvement in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:hk
cc - Mr. Forrest Cooper
Mr. L. H. Young
Mr. J. D. Walker
Mr. Harley Mayfield
Mr. F. W. Farrar
Mr. R. L. Porter

RECEIVED
DEC 13 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 30 1957
FOR FILING
[illegible]
[illegible]

October 28, 1957

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 385 covering relocating Pacific Power & Light Company facilities on the Clovervale-Coast Fork Bridge Section of the Springfield-Creswell Highway in Lane County, contract No. 5056, in connection with Federal Aid Project No. S-358(2).

This work is necessary to clear construction. The obligation of the state to reimburse the company for moving two poles is established by the attached copies of the letter of the Assistant Counsel. Copies of the company's estimate and construction plans are also included.

Approval of this order under provisions of G.A.M. 300 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:ia

RECEIVED
OCT 16 1957
FOR FILING

5056

October 11, 1957

F. H. McEwen
1673 Villard Street
Eugene, Oregon

Dear Sir:

The State Highway Commission on September 12, 1957 accepted your proposal, which was submitted on August 30, 1957, for grading, oiling, placing materials in stock pile and construction of reinforced concrete box culvert and a 60 foot concrete bridge on Cloverdale-Coast Fork Bridge Section of Springfield-Creswell Secondary Highway, Lane County, for the sum of $154,957.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5056.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc
cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington
Attn: Dorothy McCormack

NOTED
J. Mc C.

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

R. G. Savage (SIAC)
Tom Edwards
S. H. Probert.

FORM E-133X 37½M

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
1957

K358(2)

5066

September 18, 1957

Creswell Telephone Company
155 Oregon Street
Creswell, Oregon

6722
444
6437

Re: Creswell Telephone Company
Telephone Line Adjustment
Cloverdale-Coast Fork Bridge
Springfield-Creswell Highway
Lane County

Gentlemen:

Bids on the above titled project were received on August 30, 1957, and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction. The work to be done and the status of your title to the facilities in their existing locations have been given to me as follows:

> A crossing near Station 207+50 must be raised to provide adequate clearance. The existing facility consists of contacts on power poles which are on private property.
>
> A crossing near Station 221+50 must be raised to provide adequate clearance. The existing facility is on State right of way by Permit No. 2209, dated June 18, 1946.
>
> A crossing near Station 260+35 must be raised to provide adequate clearance. The existing facility is on State right of way by Permit No. 2209, dated June 18, 1946.
>
> A line along the southerly side of the existing highway between Stations 266 and 275 must be moved. This line consists of 5 poles, of which 2 are on State right of way by Permit No. 2209, dated June 18, 1946, and the other 3 poles are on private property. The original line was constructed by the property owners, and there is no recorded easement.
>
> A line located on the southerly side of the existing highway between Stations 289 and 293 must be moved. The existing facility consists of 3 poles, 2 of which are on State right of way by Permit No. 2209, dated June 18, 1946; the other is on private property by verbal agreement with the property owner.

As to the work involving facilities which are located on public highway right of way, it will be your obligation to make the necessary adjustments without reimbursement. The Highway Commission will reimburse you for relocating your facilities which are located on private property, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. Harley Mayfield, Resident Engineer, Room 4, 506½ Main Street, Springfield, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Mayfield.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. J. D. Walker
Mr. Harley Mayfield
Mr. F. W. Farrar

RECEIVED
SEP 19 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 122X 37½M 10-56

RECEIVED
1957
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 26, 1957

Pacific Power and Light Company
Public Service Building
Portland 4, Oregon

Re: Pacific Power and Light Company
Power Line Adjustment
Cloverdale-Coast Fork Br. Section
Springfield-Creswell Highway
Lane County

Gentlemen:

Bids on the above titled project will be received on August 30, 1957, and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction. The work to be done has been given to me as follows:

> A pole located on the easterly side of the highway near Station 135+85 must be moved. The existing pole is on State right of way under the terms of Permit No. 1370, dated April 23, 1940. The guy to this pole is located on county road right of way.
>
> A pole located on the westerly side of the highway near Station 187+50 must be moved. The pole is located on State right of way under the terms of Permit No. 1370, dated April 23, 1940. The guy and anchor are located on private property under the terms of an easement recorded in Book 356, Page 658.
>
> A pole located on the westerly side of the highway near Station 213+75 must be moved and the line raised to provide adequate clearance. This line was constructed as a service line to a pump, and was placed on private property with the permission of the property owner.
>
> A line consisting of 8 poles located along the northerly side of the existing highway between Stations 267 and 292 must be moved. This line was constructed on State right of way under the terms of Permit No. 1331, dated February 8, 1940.

As to the work involving facilities which are located on public highway right of way, it will be your obligation to make the necessary ad-

NOTED
FORREST COOPER

justments without reimbursement. The Highway Commission will reimburse you for relocating your facilities which are located on private property, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. Harley E. Mayfield, Resident Engineer, 506½ Main Street, Springfield, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Mayfield.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. Frank Morgan
Mr. Harley E. Mayfield
Mr. F. W. Farrar

RECEIVED
AUG 26 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 20 1957

File

**H. H. WAECHTER**
ARCHITECT AND CONSULTANT
RT. 2, BOX 268, CRESWELL, ORE.
TELEPHONE CRESWELL ~~1F25~~ TW-5-3797

August 17, 1957

REFERRED TO
Cooper
By State Highway Engineer

Mr.W.C.Williams
State Highway Engineer
444 State Highway Department
Salem, Oregon

Dear Mr.Williams:

Thank you so much for your letter of July 26th and your courtesy of sending a sketch of the planned Cloverdale Section.

Your expalanations are satisfying me as to your intentions and program. I feel that your project will improve conditions in this traffic area. Also, I am happy because of the prospect of getting rid of the dust nuisance.

As far as drainage problems are concerned, may I take this opportunity of calling your attention to the fact that we have South and West of our property considerable amounts of surface water flowing North. A ditch leading from Bear Creek through our property and North through the Cloverdale area as well as the existing roadside ditches do not sufficiently take care of drainage. It seems to me, and I trust that your design is providing for it, that the projected highway should provide for improved drainage alongside and crossing underneath through large culverts. Otherwise, the new and higher road bed may act as a dike and cause flooding our property.

Thank you again for your information.

Sincerely yours,

H. H. Waechter

Copy to [illegible]

RECEIVED
AUG 20 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

COLLABORATIVE DESIGNERS OF CLOVERDALE

MEMBER: AMERICAN INSTITUTE OF ARCHITECTS
AMERICAN SOCIETY OF PLANNING OFFICIALS

RECEIVED
JUL 26 1957
FOR FILING

[illegible]

5056

P

July 26, 1957

Mr. H. H. Waechter
Route 2, Box 268
Creswell, Oregon

444

Dear Mr. Waechter:

In reply to your letter of July 17, we transmit a copy of a sketch map on which we have indicated in red pencil the approximate limits of the proposed construction project mentioned in our letter of July 8.

We speak of this project as the Cloverdale Section of the Springfield-Creswell Secondary Highway. We have indicated in colored pencil the approximate location of your property as shown on our map.

Regarding access to your property, our proposed grade line will be from two to four feet above existing ground on center line. A connection will be made to the existing Springfield-Creswell Secondary Highway, which passes immediately north of your property, and your existing access from that road should be quite usable. Access to the new road would also be permitted.

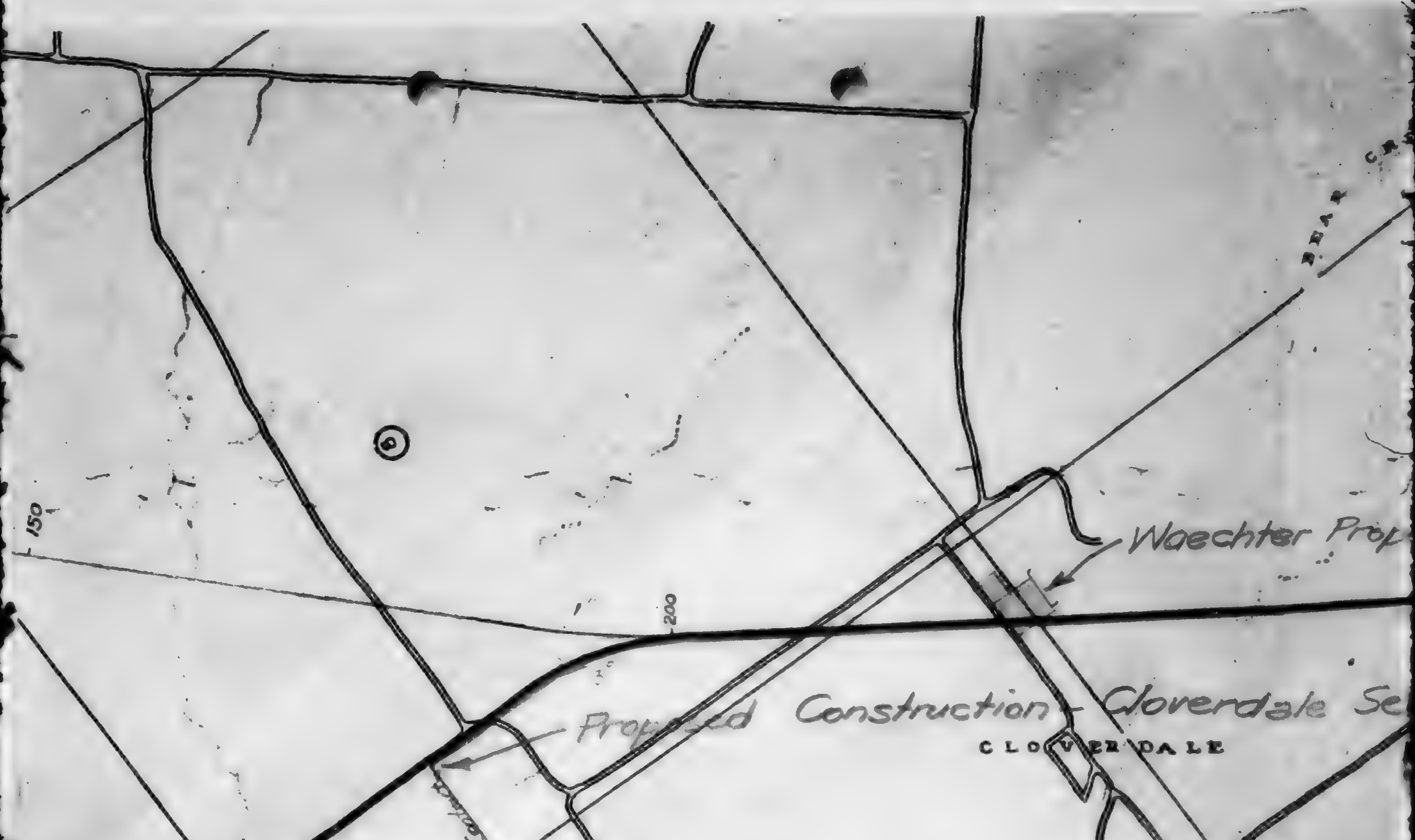
Very truly yours,

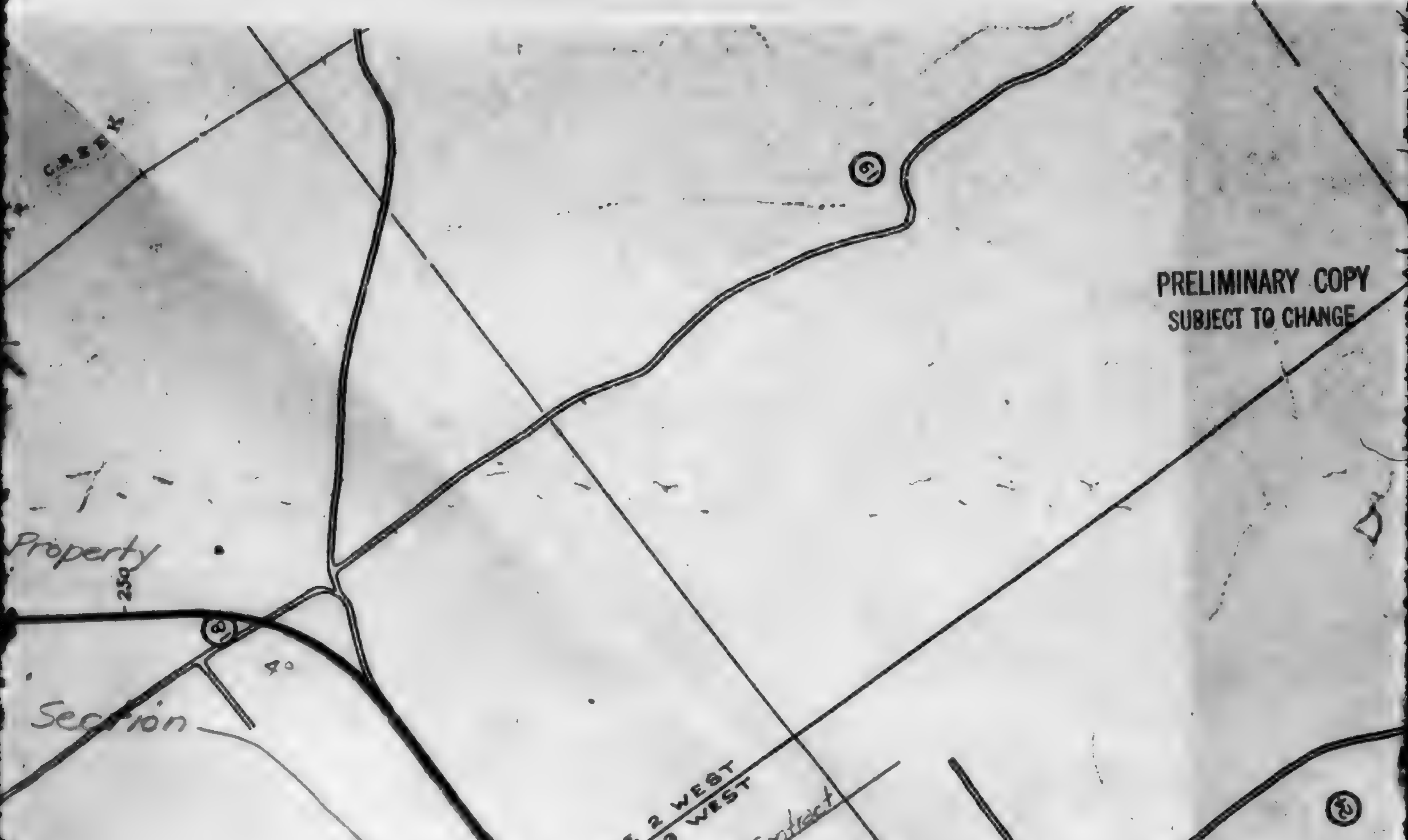
W. C. Williams
State Highway Engineer

Encl.

cc Mr. Forrest Cooper
Mr. Tom Edwards

WTW:jk fn


BEAR CR
150
200
Waechter Prop
Proposed Construction - Cloverdale Se
CLOVERDALE
Beginning of Contract
HIGHWAY NO. 222
8
7


CREEK
⑨
Property
250
⑧
40
Section
RANGE 2 WEST
RANGE 3 WEST
End of Contract
②
300
⑬
-CRESWELL SECONDARY HIGHWAY NO. 222
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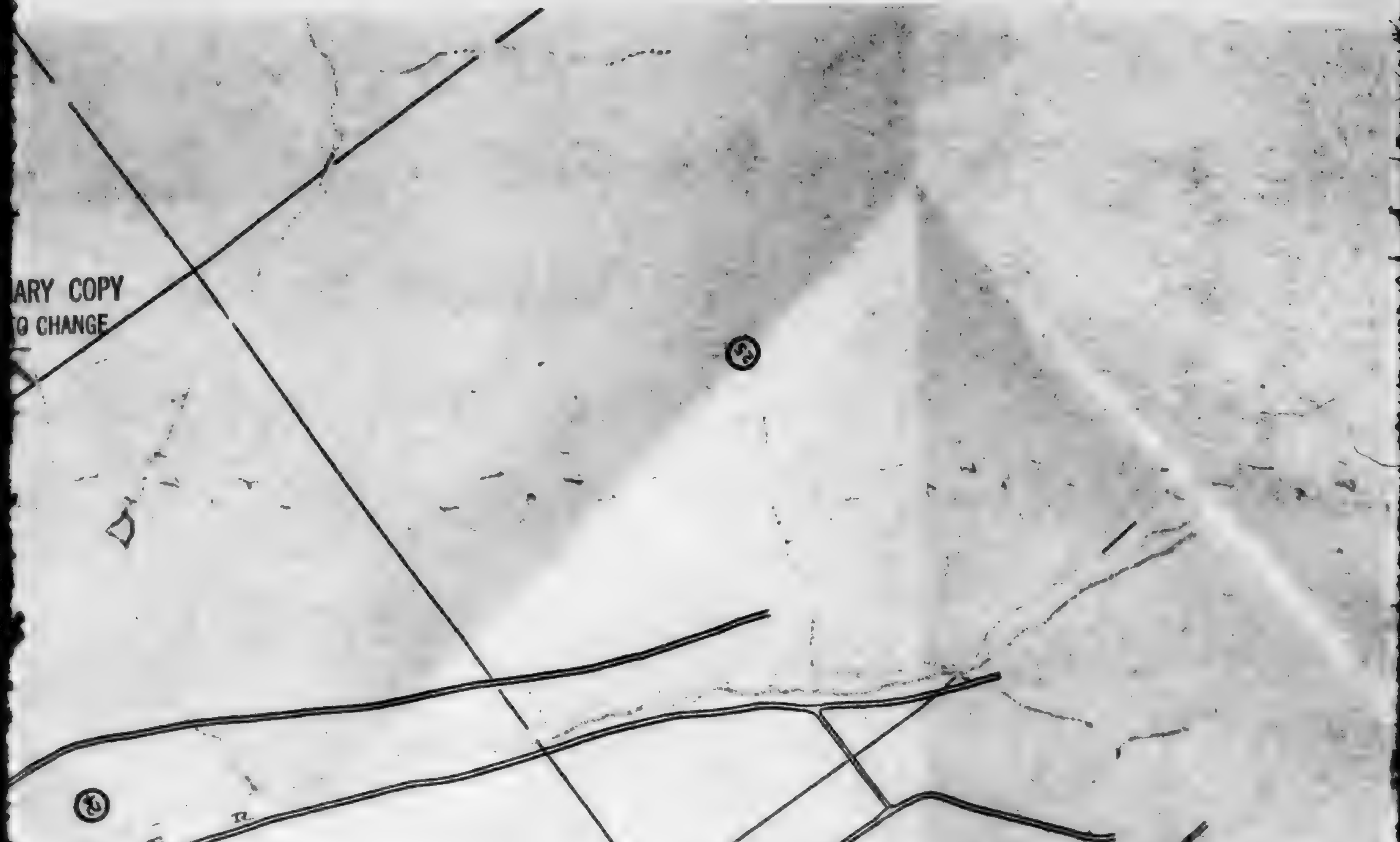
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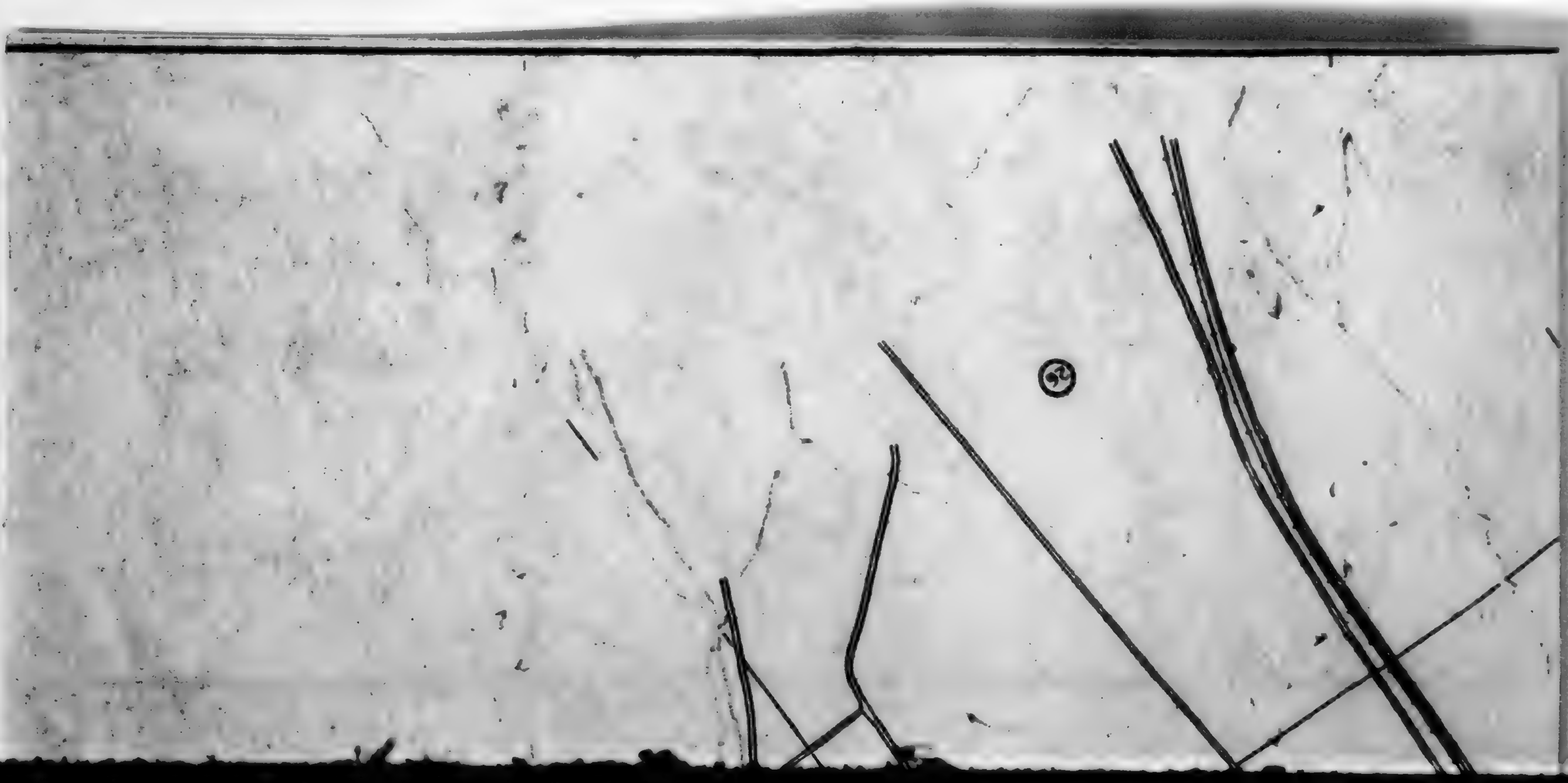
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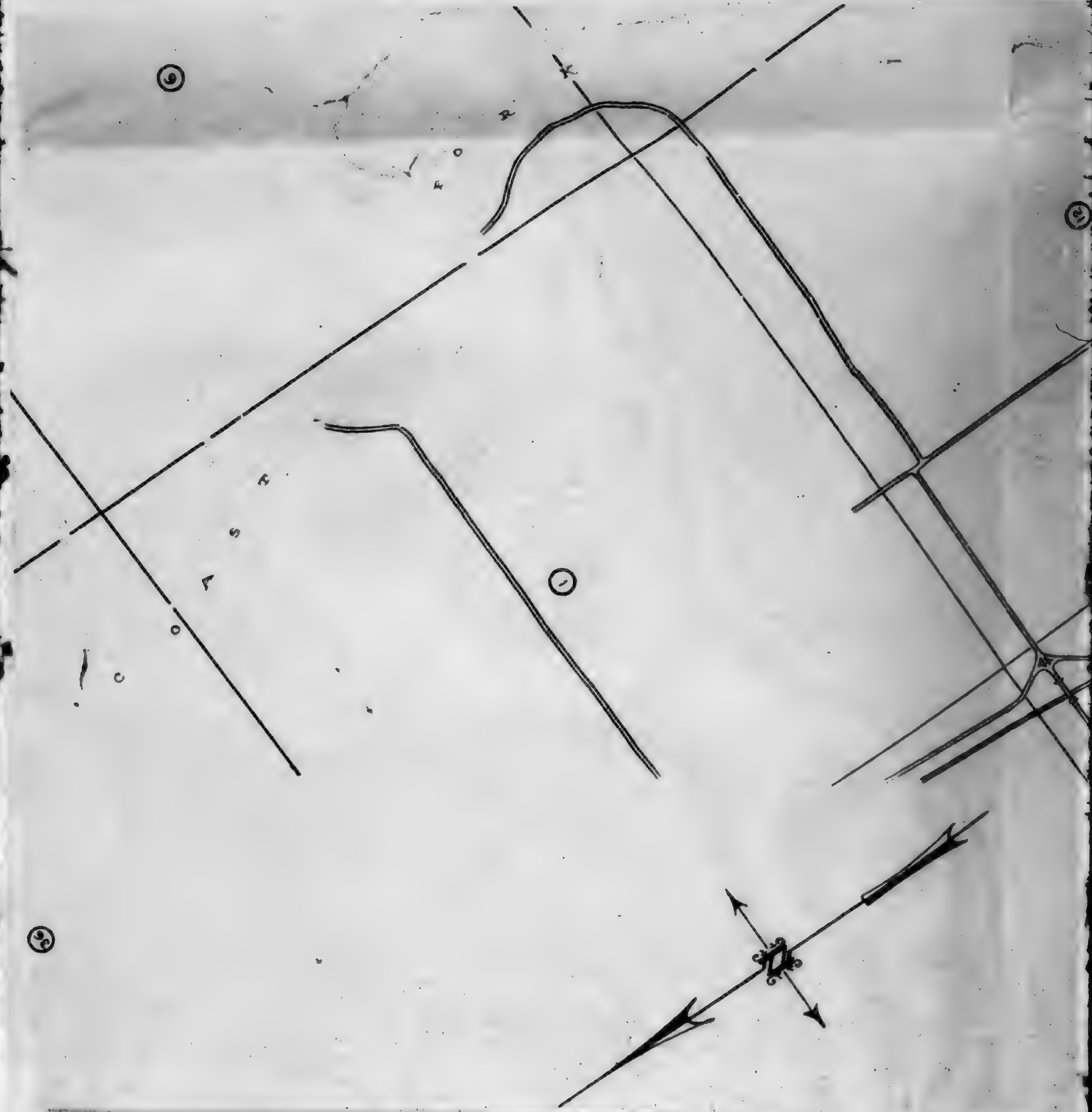

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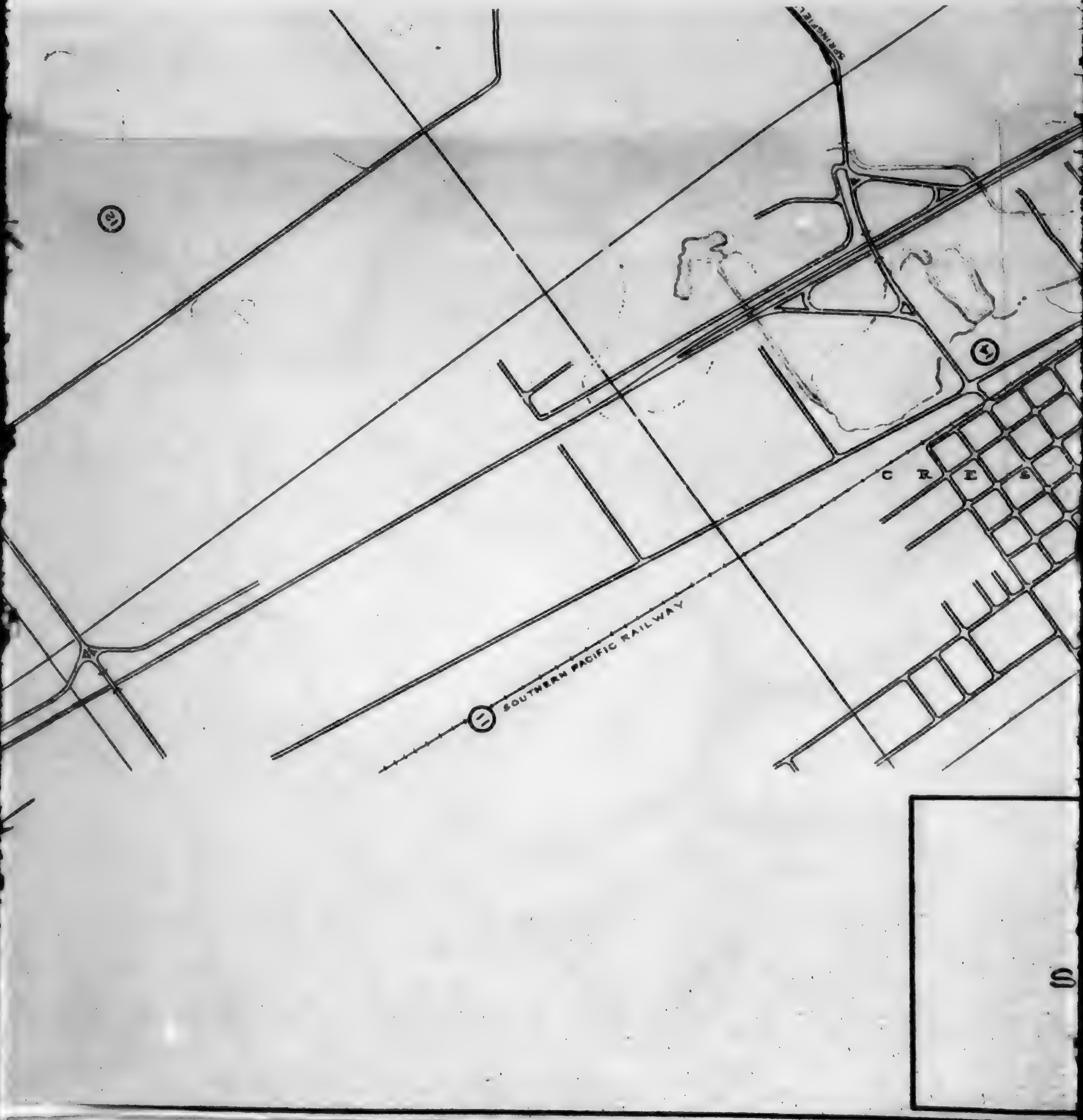
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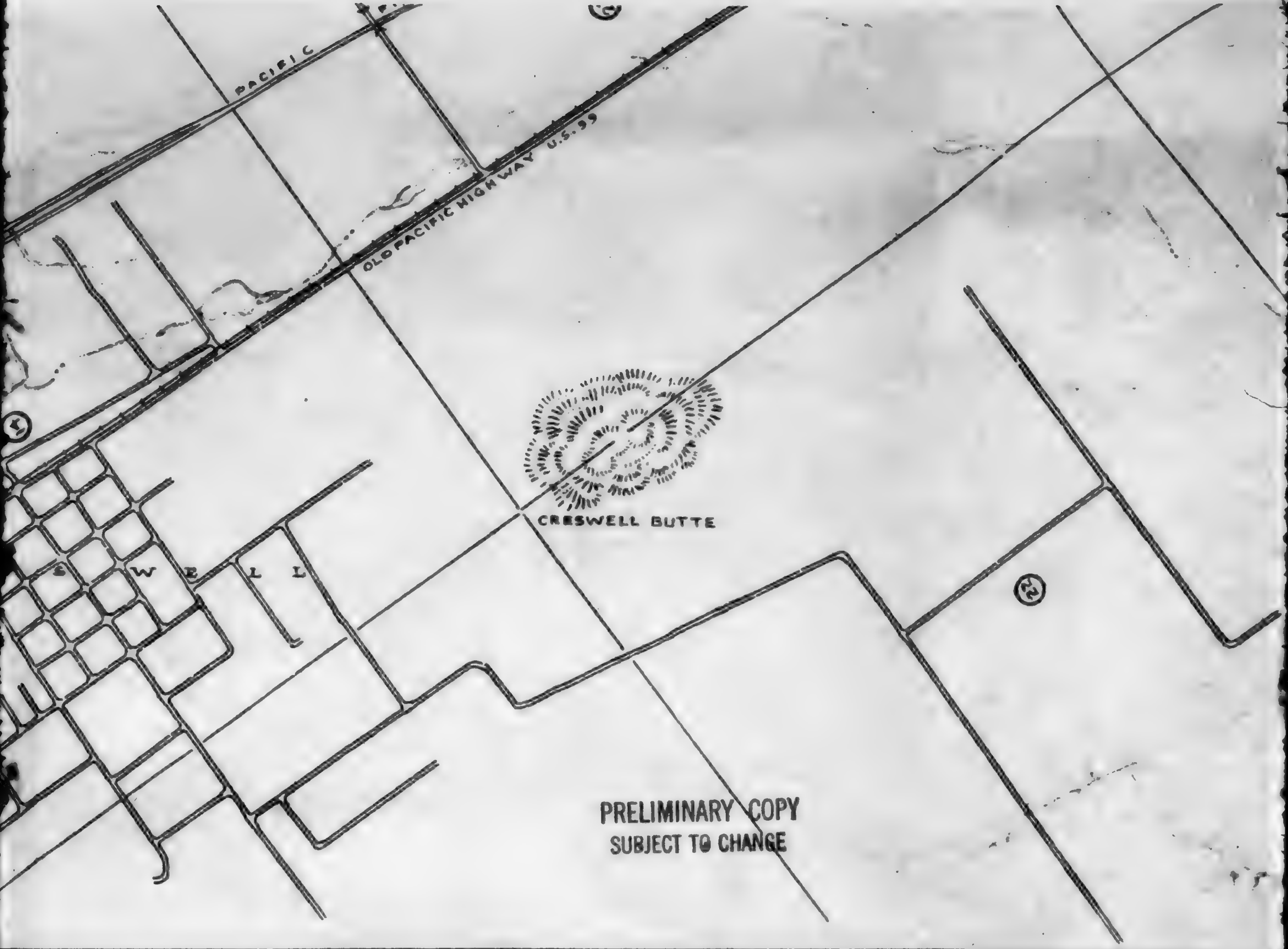
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SUBJECT TO CHANGE

OREGON STATE HIGHWAY DEPARTMENT

# SKETCH MAP

*Showing*

PROPOSED ROUTES

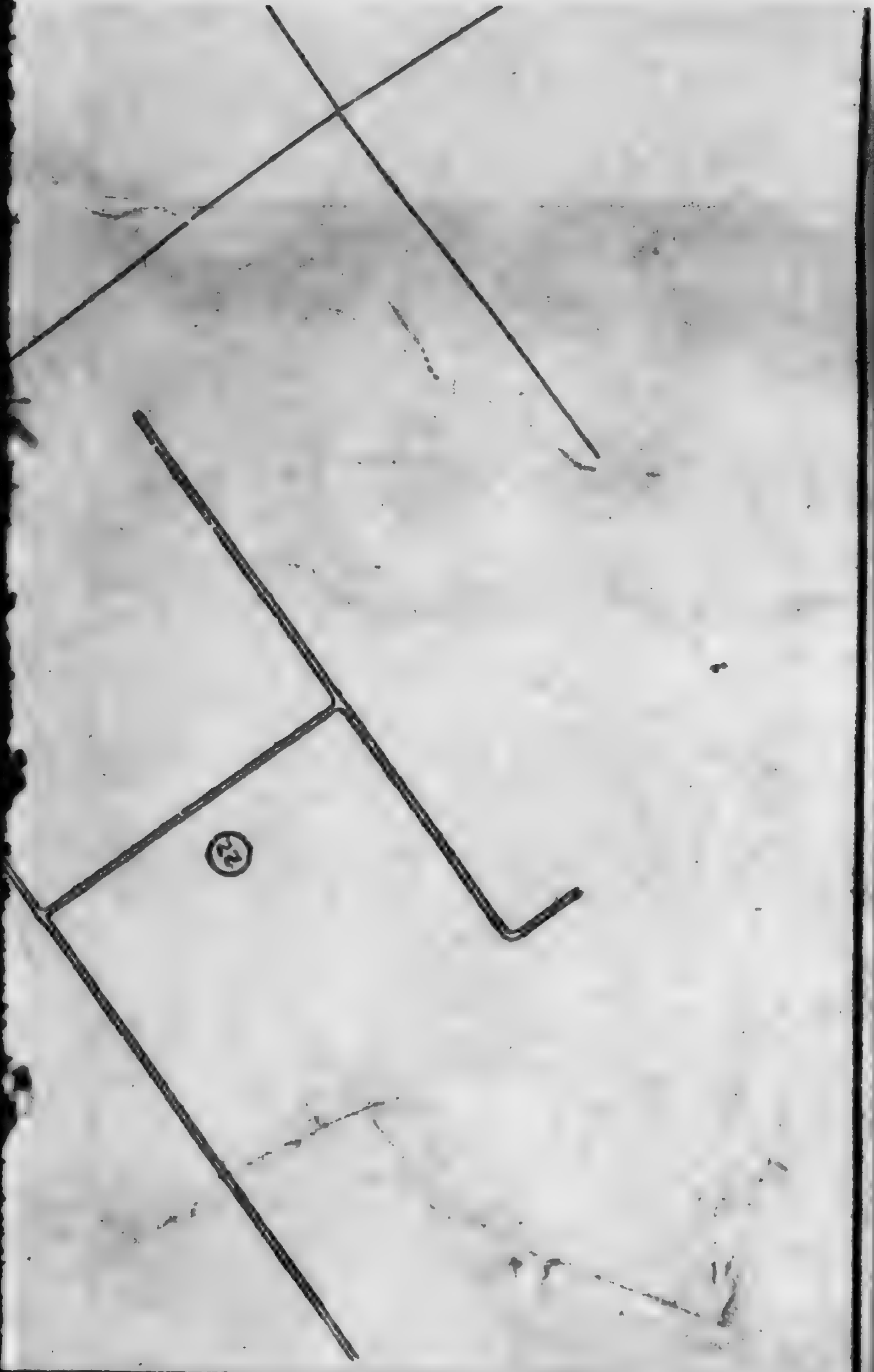
## CRESWELL-WILLAMETTE HIGHWAY SECTION

## SPRINGFIELD – CRESWELL SECONDARY NO. 222

LANE COUNTY

J. C. CHAPMAN, LOC. ENGR. JUNE, 1956

SCALE. 1" = 1000'



RTMENT

WAY SECTION
ONDARY NO. 222

JUNE, 1956

H. H. WAECHTER
ARCHITECT A.I.A.
ROUTE 2, BOX 286
CRESWELL, OREGON

REFERRED TO Cooper
By State Highway Engineer

July 17, 1957

Mr.W.C.Williams, State Highway Engineer
State Highway Dept., Salem, Oregon

PLEASE RETURN TO
FORREST COOPER

Dear Mr. Williams:

This is to thank you for your kind information with letter of July 8th.

I was glad to hear that our road will be improved this year. However, I am not quite clear about the meaning of the designation "Cloverdale Section". Does this mean the road as is or does it mean the newly planned section as shown on the sketch which you furnished the Lane County Road Dept.?

In case it should mean the road as projected instead of the present road, I should appreciate to have your advice with regard to the planned access. Could we enter the new road from our property or near to it at present level or which would be the possibilities?

I am sorry to trouble you in this matter, but the question of access has great bearing on the conduct of my practice.

Thank you for your considerytion.
Sincerely yours,
H.H.Waechter

RECEIVED
JUL 24 1957
FOR FILING

July 23, 1957

Oregon State Highway Commission

Gentlemen:

One of the projects listed in our two-year program was improvement of the Cloverdale Section of the Springfield-Creswell Highway in Lane County. Originally $600,000 was assigned to this project; however, at the request of the County, changes were made in the routing and allocation of funds as follows:

The northerly terminus of this section at the Willamette Highway was moved easterly approximately three miles to Pleasant Hill. This connects directly with the northerly section of this highway, which starts at Springfield. That portion of the existing road from Cloverdale northerly to the Willamette Highway was deleted from the highway system and taken over as a county road by Lane County. Lane County is to place a light oil on this section and maintain it. Starting at the southerly end of the county section, the State will construct to an oil surface, in a south and westerly direction, a 2.07-mile unit ending at the Willamette River. The cost of this unit will be $180,000. This will provide an oil surface continuously from the Willamette Highway to Creswell. The remaining funds which were originally allocated to this project ($420,000) will be transferred to the Richardson Secondary Highway.

I am enclosing a map which I have had prepared which indicates the route of the survey, the cross section to be used, and the deletions from the system referred to above. As it is contemplated that this project will be contracted in September of 1957, I am requesting that you approve the survey and project as listed herein and grant authority for acquisition of the right of way.

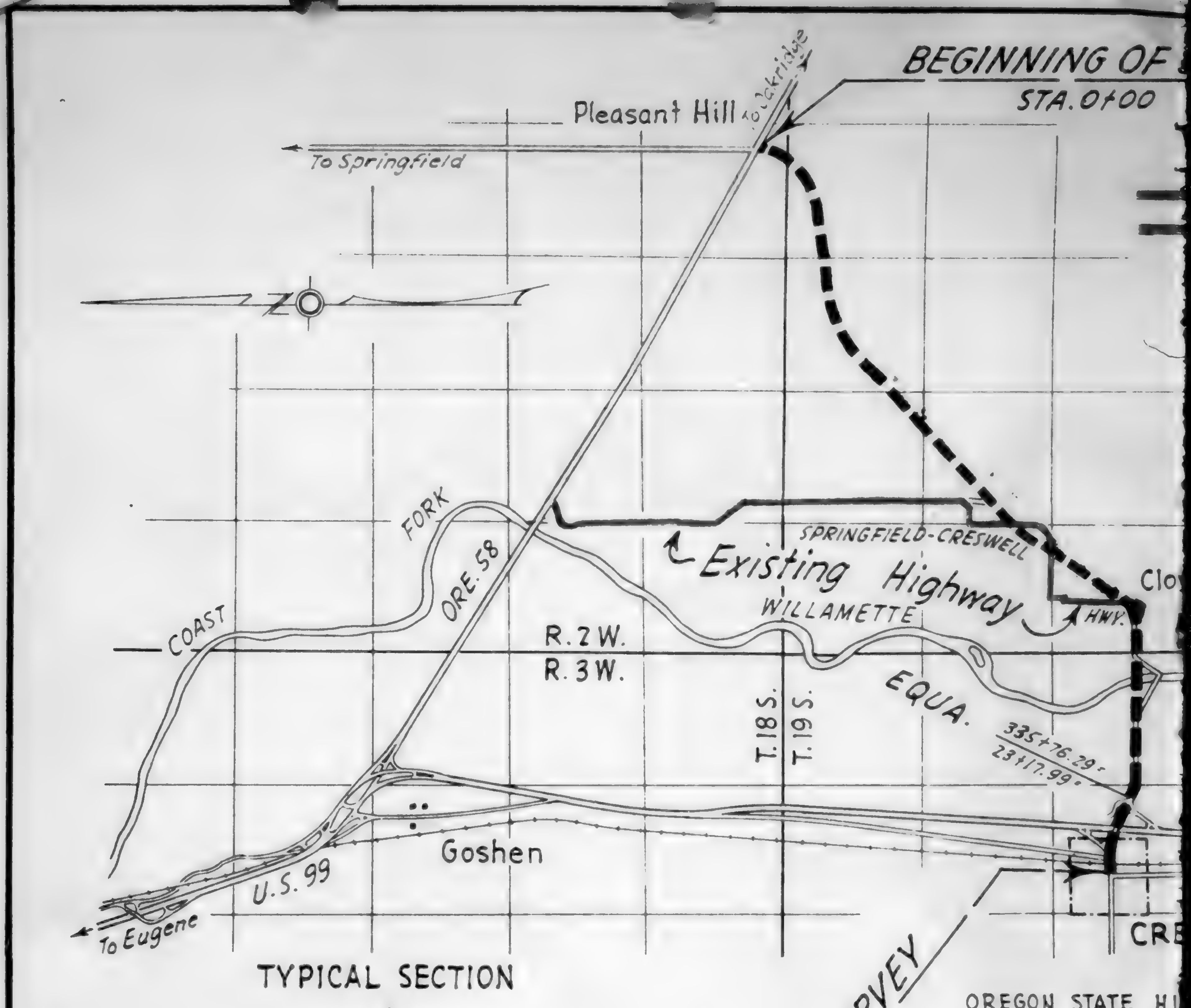
This matter will be on the agenda for your consideration at the August 8-9 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.
cc Mr. Tom Edwards
Mr. S. H. Probert
Mr. C. H. Maison
Mr. R. L. Porter

FC:me fn


BEGINNING OF
STA. 0+00
Pleasant Hill
To Oakridge
To Springfield
N
FORK
COAST
ORE. 58
SPRINGFIELD-CRESWELL
Existing Highway
HWY.
WILLAMETTE
R. 2 W.
R. 3 W.
EQUA.
335+76.29
23+17.99
T. 18 S.
T. 19 S.
Goshen
U.S. 99
To Eugene
Clo
CRE
END OF SURVEY
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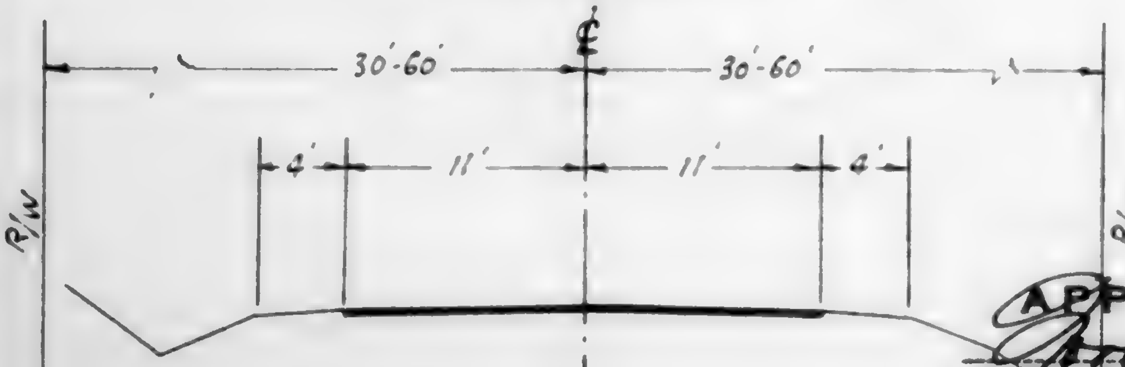
TYPICAL SECTION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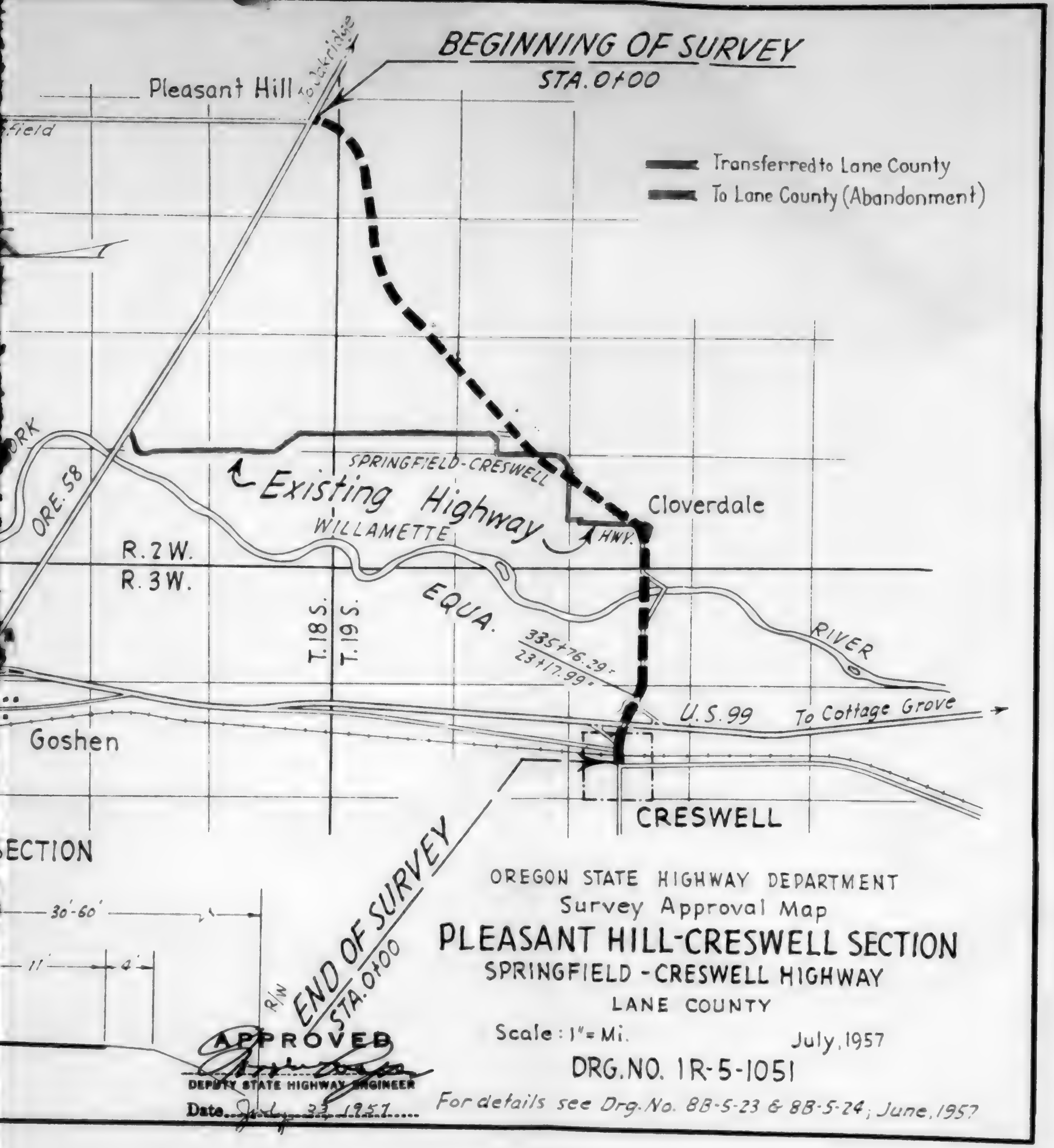
OREGON STATE HI
Survey A
PLEASANT HILL
SPRINGFIELD - CR
LANE
Scale : 1" = Mi.
DRG. NO.
For details see Drg. No.

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date July 23, 1951

1R-5-1051



BEGINNING OF SURVEY
STA. 0+00
Pleasant Hill
To Oakridge
field
Transferred to Lane County
To Lane County (Abandonment)
ORK
ORE. 58
SPRINGFIELD-CRESWELL
Existing Highway
HWY.
Cloverdale
WILLAMETTE
R. 2 W.
R. 3 W.
T. 18 S.
T. 19 S.
EQUA.
RIVER
335+76.29±
23+17.99±
U.S. 99
To Cottage Grove
Goshen
CRESWELL
SECTION
30'-60'
11'
4'
R/W
END OF SURVEY
STA. 0+00

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

## PLEASANT HILL-CRESWELL SECTION

SPRINGFIELD - CRESWELL HIGHWAY

LANE COUNTY

Scale : 1" = Mi. July, 1957

DRG. NO. 1R-5-1051

*For details see Drg. No. 8B-5-23 & 8B-5-24; June, 1957*

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date July 23, 1957

RECEIVED
JUL 9 1957
FOR FILING

July 8, 1957

Mr. M. H. Waechter
Route 2, Box 260
Creswell, Oregon

Dear Mr. Waechter:

This is written in reply to your letter of June 25, 1957, in which you refer to the Cloverdale Road, Lane County.

This matter has been the subject of negotiations with Lane County which have resulted in the following decision:

The northerly 3½ miles of the existing road is being taken over by Lane County and will no longer be under the jurisdiction of the State Highway Commission. The remaining portion of the road from the crossing of the Willamette River to the point referred to above; in other words, the Cloverdale Section, will be improved to an oiled surface by the Highway Commission. It is anticipated that the contract for this work will be awarded later this year.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Commissioners
Mr. H. B. Glaisyer
Mr. Forrest Cooper

FC:me fn

June 25,1957

Oregon State Highway Commission
Salem, Oregon

RT. 2 • BOX 268

Gentlemen:

It seems to be high time to sit down and write my annual letter pointing to the Cloverdale Road in front of my house. This road, also called part of the Creswell-Springfield State Highway, is on its way again to become a menace to those using it or living at it. Dryness makes grading futile. The daily caravan of vehicles in both directions makes for driving in dust cloudes like in heavy fog. These clouds of dust are entering our property, penetrate the house, settle on furniture and in our lungs and sinuses.

Last year there was much surveying done and many hopes were aroused for a new paved road besides some fears that this new road may cut through some of our best farm land and not give us sufficient access. By now the matter is out of the hands of the local engineer and all we know is that the condition is pretty bad again. There seems to be little desire on your part to keep citizens periodically posted instead of in suspense.

Anyway, this road needs repairs and a good un-diluted oiling.

Although this tax payer has as yet not been honored by a direct and revealing reply from you, this note is written again with some hope. Please do not dispatch to me your local engineer; he knows. Besides the immediate need for oiling, the matter of paving this road because of the great share of tarffic due to business of people living here should be considered again. We need no freeway but a decent service road.

Sincerely,

H. H. Waechter

ACKNOWLEDGED
H. B. GLAISYER

TEL. 4-F-25

OFFICE OF H. H. WAECHTER • ARCHITECT • CRESWELL, OREGON

## 4. SURVEYS AND CONSTRUCTION (Cont)

c-1 Consider authorizing an expenditure of $5,000 to construct a turnout at West Slope of Tualatin Valley Highway to enable traffic to cross directly through a traffic signal rather than left-turn. Adjacent property owners to donate necessary right of way. (Map) Approval recommended.

c-2 Consider authorizing an expenditure of $7,000 to lower the Blue Mountain Underpass, situate on Oregon-Washington Highway between Pendleton and Walla Walla, to provide for a 14' clearance. Approval recommended.

d. Petition from residents of the East Side District of Milton-Freewater area requesting the Highway Commission to accept and take over construction and paving of Lincton Mountain Road from its junction with ORE 204 near Tollgate to the city limits of Milton-Freewater. Engineer recommends deny. (Map)

e. Discuss letter from Cloverdale Farm Bureau, Creswell, and others, requesting improvement of Springfield-Creswell Secondary Highway between Creswell and the Willamette Highway (ORE 58). Estimated cost $420,000. Engineer suggests consideration in future program.

f. Discuss letter from the Business Agent for IWA Local 140 CIO, Reedsport, re need for immediate construction of a guard fence along Siuslaw Highway between Florence and Swisshome at places where the highway comes within 30 ft. of Siuslaw River.

g. Petition from County Court of Grant County requesting the letting of a contract this year for improvement of the road between Long Creek and Round Basin.

h. Discuss correspondence from Pilot Rock Lumber Company, Pendleton, and others, requesting construction during the 1956 working season of the entire section of US 395 between Pendleton and Pilot Rock.

i. Adopt resolutions approving location surveys as follows:

(1) South Unit, Kellogg Bridge-Tyee Bridge Section of Elkton-Sutherlin Highway in Douglas County. (Map)

(2) Sandy-Forest Boundary Section of Mt. Hood Highway, Clackamas County. (Map)

(3) North Jefferson Junction-Albany Section of Pacific Highway East, Linn and Marion Counties. (Map)
also
Authorize acquisition of right of way.

**H. H. WAECHTER**
ARCHITECT AND CONSULTANT
RT. 2, BOX 268, CRESWELL, ORE.
TELEPHONE CRESWELL 4F25

March 24, 1956

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

This is in reference to road conditions of State Highway No.222 in Lane County, between Jct.Hwy 58 and Creswell, popularly known as Cloverdale Road.

This highway, which has now a gravel surface, was under criticism for some years. The dangerously poor condition during the past months has caused much concern among the property owners along the road. Because both of us, Mrs.Waechter and I, have to commute daily with Eugene and are going over the road on other trips in connection with our professions, I fully sympathize with the emotional reactions of my neighbors. Yet, I wish to underline some facts and emphasize some points which may help you in giving the work on this highway the urgent and long needed priority.

1. The road is dangerous to pass because the surface and some of the bedding in most areas are badly damaged by often very closely spaced holes.
2. Grading by superficially filling these holes with loose sand and gravel, which is also thinly spread over the surface of the road does not make the condition any safer. Cars have no good traction, the loose material is thrown high into the air and the holes open up larger than before.
3. The traffic on our highway is considerable. There are many hours during the day when the traffic could be compared with the one on Highway 58. There is no doubt in my mind that our road is much used as a cut-off between the two major highways 58 and 99. Particularly heavy is the truck traffic, which is doing probably much of the damage. In addition, there is a certain amount of logging over parts of the road coming down from Bear Creek Road and Enterprise Road. Two school buses from different school districts make their trips during the week, and the road is used as access to beanyards and poultry farms besides to fruit orchards and to dairy farms for their daily deliveries. Because this area is relatively densely populated, being one of the oldest in the state, property owners and tenants along the road are numerous, having cars and trucks for their own business or for going to work in the surrounding mills or in the Eugene-Springfield area.
4. The heavy traffic on Highway 222 is not only making driving hazardous but unduly costly. It seems to me unfair and unwarranted

COLLABORATIVE DESIGNERS OF CLOVERDALE

MEMBER: AMERICAN INSTITUTE OF ARCHITECTS
AMERICAN SOCIETY OF PLANNING OFFICIALS
AMERICAN INSTITUTE OF PLANNERS - AFFILIATE

ACKNOWLEDGED
H. B. GLAISYER

**H. H. WAECHTER**
ARCHITECT AND CONSULTANT
RT. 2, BOX 268, CRESWELL, ORE.
TELEPHONE CRESWELL 4F25

to expect people living along the road to have their cars depreciating in a very short time and pay beyong their means for repairs and new tires. Even nylon tires do not last very long on this road.

5. Last but not least, the road's condition not only tears holes into our pocket books (besides paying our taxes like anybody else) but causes to stirr up dust cloudes which never subside during heavy traffic. This creates a danger to public health to which I can testify, living very close to the road. The effect on the respiratory system and the greater ease of infection are more than plausible.

I hope that these arguments will assist you in planning for paving this road in the very near future. There are paved roads in this state of much lesser importance and they are more winding.

I understand that you have made investigative surveys relative to straightening the road. I wonder whether you have intentions to go through with such a costly and time-consuming procedure for a secondary highway.

It would seem to me that if the road is surfaced and maintained as such, it is all that is needed. The few yards which would be saved on pavement cannot compensate for costs of right-of-way, new construction and maintaining old stretches of the road. The winding of the road has in fact the great advantage of slowing down traffic on what is not a major thoroughfare.

Because it would take several months before you could commence construction even if this project would receive immediate consideration and high priority, I would like to plead for two temporary measures of immediate relief. The holes should be repaired with solid material and be oiled. Speed-limit signs should be posted cutting speed down to 35 or 40 miles, particularly for trucks.

I should greatly appreciate your consideration and reply.

Most sincerely yours,

H. H. Waechter

RECEIVED
[illegible] 1956
OREGON
STATE HIGHWAY COMMISSION

hhw/p

COLLABORATIVE DESIGNERS OF CLOVERDALE

MEMBER: AMERICAN INSTITUTE OF ARCHITECTS
AMERICAN SOCIETY OF PLANNING OFFICIALS

AMERICAN INSTITUTE OF PLANNERS - AFFILIATE

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4-26-56

May 24, 1956

7c

Mrs. G. E. Belshaw
Secretary-Treasurer
Cloverdale Farm Bureau
Creswell, Oregon

Dear Mrs. Belshaw:

Reference is made to your letter of March 14, 1956 requesting improvement of the six-mile section of the Cloverdale Secondary Highway between Oregon Coast Fork Bridge and Highway No. 58.

Your letter had the attention of the State Highway Commission at its last meeting. The Commission recognizes the need for improvement of this highway section but simply does not have the money available to finance the work, which is estimated to cost about $420,000. I was instructed to inform you that the Commission understands your problem and the need for the improvement and will give it careful consideration in the preparation of future secondary highway improvement programs.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

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# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1956

**SUBJECT:** Complaint of H. H. Waechter, Creswell, re condition of Springfield-Creswell Secondary

**To:**

Mr. R. H. Baldock
State Highway Engineer

Mr. H. H. Waechter wrote to the Commission on March 24 asking for the paving of Highway 222 between Highway 58 and Creswell. Mr. Glaisyer acknowledged the letter and you asked us to do something under Maintenance to make the road in as good condition as we can.

The unoiled section is 6.3 miles long. The surface is good, dusty after blading and rough if not bladed frequently. Mr. Sage called on Mr. Waechter who lives at Mile Point 15.63 which is three miles north of Creswell. He wants the present road paved or oiled. Mr. Sage does not think this is practical because the gravel is too thin and the corners too sharp.

The traffic count at Mile Point 15.54 was 150 in 1955. I drove over it six weeks ago at 35 miles per hour in comfort.

Mr. Edwards recommends as a palliative that we use water with 15% of SS-1 emulsion, hoping that a few shots of this will kill dust for this summer. He estimates cost at $1,750 and can handle it in his maintenance.

I concur with this plan. Shall we proceed? Copies of letters from Edwards and Sage are attached.

E. A. Collier
Maintenance Engineer

EAC:ieb
Enc.

REFERRED TO
Stiffler
By State Highway Engineer

Tell Collier ok
RHB

NOTED
W. W. STIFFLER

RECEIVED
APR 23 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 29 1956
FOR FILING

March 29, 1956

Oregon State Highway Commission

Gentlemen:

Under date of March 16 the Secretary forwarded to you a request of the Cloverdale Farm Bureau for improvement of what they describe as "....the 6 miles of road from one coast Fork bridge to hiway 58 Coast Fork bridge." What they refer to is that section of the Springfield-Creswell Secondary Highway between Creswell and the Willamette Highway, which, as you will remember, has long been a source of complaint, with continuing requests for improvement.

We must recognize the need for improvement of this unoiled section of highway, as to the coarse gravel surfacing now in place is extremely difficult to maintain in a satisfactory condition. However, this project is quite a costly one, running close to $70,000 per mile, or a total of $420,000, and we simply have not been able to finance it with past or current revenues. I would suggest that we advise the petitioners for the improvement that the Highway Commission is cognizant of the need of improvement and will give this section careful consideration in the preparation of future secondary highway improvement programs.

This matter will be on the agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Forrest Cooper
Mr. S. H. Probert

WCW:me fn

F-156(6) Sandy-Alder Cr. Sec., 1957
Mt. Hood Hwy. (Grad & Pav.)
#5057 [redacted]

U.A 1956 - 4-2-1958

[illegible] - 1957

RECEIVED
OCT 2 1962
FOR FILING
F-102(4)
5051

477 Cottage Street, N.E.
Salem, Oregon

September 28, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. R. L. Porter

A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

Subcontracting
Oregon Project F-102(4)
The Dalles-Eight Mile Creek Section

We have forwarded to the Regional office all documents pertaining to the unauthorized subcontracting work on this project for administrative determination of the action to be taken. In our transmittal we have stressed the desire of your office to be advised as soon as possible what disposition will be taken in this matter.

In addition to the unauthorized subcontracting encountered in this project, we have also forwarded information concerning possible unauthorized subcontracting disclosed in recent audits made on the following projects:

| Federal Aid Parcel No. | State Contract No. | State Section | Amount Involved |
|---|---|---|---|
| F-156(6) | 5057 | Sandy-Alder Creek | $493,824.15 |
| F-109(10) | 5584 | Davis Slough-Bullards Bridge | 130,929.76 |
| I-80N-3(11)74 | 5461 | Rowena-Chenoweth Creek | 103,749.64 |

We are advising you of this action to provide you with the opportunity to make necessary inquiry as you deem necessary to obtain additional information concerning these subcontracts. Copies of exception documents are attached for your information concerning the subcontracting work involved.

Attachments

original To Young
with attachments
Copy To Young
10-2-62

NOTED
R. L. PORTER

RECEIVED
MAR 15 1962
FOR [illegible]

FORM CD-121
(9-22-59)

**UNITED ST ES GOVERNMENT**

# *Memorandum*

**DEPARTMENT OF COMMERCE**
**BUREAU OF PUBLIC ROADS**
477 Cottage St. N.E.
Salem, Oregon

**TO** : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

5057

**DATE:** March 15, 1962

C. G. Polk

**FROM** : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

Copy To
Young
with attachments
3-16-62

**SUBJECT:** Oregon Project F-156(6)
Sandy-Alder Creek
Voucher #26 - Final

The subject voucher has been approved for payment in the net amount of $167,331.00. Deduction has been made in accordance with the attached Schedules of Exceptions.

| | |
|---|---|
| Total amount of deductions | $ 325.06 |
| Federal-aid pro-rata | 63.93% |
| Net Deduction, in even dollars | $ 208.00 |

In the event that you disagree with the deductions made, it will be necessary to present reclaims of the disallowed items of costs on a separate PR-20 or PR-21 voucher identified as a reclaim voucher within nine months of the date the original voucher is processed for payment, and should be accompanied by a formal statement in rebuttal to the disallowances.

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MAR 16 [illegible]
OFFICE OF
STATE [illegible]

[illegible]

11-13-61

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F-156(6)

| | | |
|---|---|---|
| Monthly transaction number<br>1150 | F R-2A U.S. DEPARTMENT OF COMMERCE<br>(8 -57) BUREAU OF PUBLIC ROADS | State<br>**Oregon** |
| Project report number<br>10 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>**Clackamas** |
| | | Project number<br>**F-156(6)** |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **March 18**, 19**58**, is hereby modified as follows:

| | |
|---|---|
| Revised estimated total cost of project | $ **1,923,046.00** |
| Revised Federal funds | $ **1,188,496.00** |

Other revisions

**None**

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 13 day of November, 19 61.

**OREGON STATE HIGHWAY DEPARTMENT**
(Official name of Highway Department)

By

**State Highway Engineer**
(Title)

By __________

__________
(Title)

By __________

__________
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By XX C. G. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

JCG

USComm-DC 11170

Contract #5057

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FOR FILING

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| Monthly Transaction No. 3-60 | Fo 2<br>(5-26 57)<br>U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | e **Oregon** |
| Project Report No. 7 | | County **Clackamas** |
| | **FEDERAL-AID PROJECT AGREEMENT** | Project No. **F-156(6)** |

F-56(...)

5057

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

**Sandy-Alder Creek Section, from Sandy to approximately 3 miles east of Cherryville (US-26).**

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | 8/9/57 | - |
| Rights-of-Way | | |
| Construction | 8/28/57 | 8.4 |
| Other *(Specify)* | | |

FUNDS

| | |
|---|---|
| Estimated total cost of project $ 1,901,915.00 | Federal funds $ 1,176,500.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY COMMISSION**
(Official name of Highway Department)

By Chas H Reynolds
**Chairman, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
Division Engineer

Date executed by Division Engineer **March 18, 1958**

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11169

# PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Sandy - Alder Creek Section
Mt Hood Highway
Clackamas County

NATURE OF WORK:

Grading, Paving and Structures

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5057 5057 Rogers Construc. Co. &
Rogers Construc. Inc. 10-25-57

DATE OF COMPLETION: 260 workdays from 11-4-57

REMARKS:

Oregon State Highway Department

Federal-Aid Project
No. F-156(6)

## SANDY-ALDER CREEK SECTION
## OF THE MT. HOOD HIGHWAY IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Dec. 31, 1957

**Type Code P.E.**

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All | Required | $ | $ 40,000.00 |

**Type Code 6201**
**Roadway (Sta. -7+60.6 to 0+00=0+82.90 to 448+00)(Contract No. 5057)**

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | $ | $125,000.00 |
| Removal of Bridge | All | Required | | 1,800.00 |
| Drainage Excavation, Unclassified | 4,300 | cu. yd. | 3.00 | 12,900.00 |
| General Excavation, Unclassified | 1,203,850 | cu. yd. | 0.24 | 288,924.00 |
| Short Overhaul | 4,024,000 | yd. sta. | 0.005 | 20,120.00 |
| Long Overhaul | 114,500 | C-yd.sta. | 0.30 | 34,350.00 |
| Finishing Roadbed and Slopes | 8.43 | miles | 400.00 | 3,372.00 |
| Rounding Cutbanks | 30,000 | lin.ft. | 0.10 | 3,000.00 |
| 8-inch Corrugated Metal Pipe | 150 | lin.ft. | 1.70 | 255.00 |
| 18-inch Corrugated Metal Pipe | 780 | lin.ft. | 4.00 | 3,120.00 |
| 24-inch Corrugated Metal Pipe | 220 | lin.ft. | 6.00 | 1,320.00 |
| 60-inch Corrugated Metal Pipe | 190 | lin.ft. | 32.00 | 6,080.00 |
| 36-inch Corrugated Metal Pipe, 10 Gage | 220 | lin.ft. | 14.00 | 3,080.00 |
| 12-inch Concrete Pipe | 2,800 | lin.ft. | 1.90 | 5,320.00 |
| 18-inch Concrete Pipe | 3,560 | lin.ft. | 4.00 | 14,240.00 |
| 24-inch Concrete Pipe | 520 | lin.ft. | 4.75 | 2,470.00 |
| 36-inch Concrete Pipe | 130 | lin.ft. | 7.50 | 975.00 |
| Extra for Pipe Under Pavement | 600 | lin.ft. | 4.00 | 2,400.00 |
| 6-inch Perforated Metal Drain Pipe, Uncoated | 4,700 | lin.ft. | 1.50 | 7,050.00 |
| Special Backfill in Drains | 960 | cu. yd. | 4.00 | 3,840.00 |
| 90-inch Structural Plate Pipe Sta. 349+45 | All | Required | | 31,000.00 |
| 114-inch Structural Plate Pipe Sta. 183+20 | All | Required | | 16,000.00 |
| 36-inch Elliptical Inlets | 1 | only | 120.00 | 120.00 |
| Corrugated Metal Catch Inlets | 6 | only | 50.00 | 300.00 |
| Class "A" Concrete in Box Culverts | 380 | cu. yd. | 50.00 | 19,000.00 |
| Metal Reinforcement in Box Culverts | 86,500 | lbs. | 0.12 | 10,380.00 |
| Concrete Catch Basins | 2 | only | 80.00 | 160.00 |
| Concrete Curbs | 18 | cu. yd. | 45.00 | 810.00 |
| Sacked Aggregate-Cement Riprap | 26 | cu. yd. | 30.00 | 780.00 |
| Metal Guard Rail | 5,800 | lin.ft. | 3.00 | 17,400.00 |
| Metal Sight Posts | 400 | only | 2.50 | 1,000.00 |
| Coarse Crushed Material in Base | 261,000 | cu. yd. | 2.00 | 522,000.00 |
| 3/4" - 0 Material in Base | 26,000 | cu. yd. | 2.20 | 57,200.00 |
| Sprinkling | 10,700 | M-gal. | 1.50 | 16,050.00 |
| Asphaltic Concrete Mixture | 61,400 | tons | 3.75 | 230,250.00 |
| 85-100 Asphalt in Mixture | 3,700 | tons | 31.10 | 115,070.00 |
| Extra for Asphaltic Concrete Approaches | 115 | only | 30.00 | 3,450.00 |
| Preparation of Base | 8.43 | miles | 175.00 | 1,475.25 |
| 3/4" - 0 Material in Binder Course | 3,000 | cu. yd. | 3.00 | 9,000.00 |

| | | | |
|---|---|---|---|
| RC-3 Asphalt in Binder Course | 540 tons | $40.50 | $ 21,870.00 |
| Furnishing and Placing Aggregates | 3,220 cu. yd. | 3.50 | 11,270.00 |
| 120-150 Asphalt | 250 tons | 39.50 | 9,875.00 |
| RS-2 Asphalt | 74 tons | 42.50 | 3,145.00 |
| | | | $1,637,221.25 |
| Flagging (57.5% of Contractor's Cost) | | | 7,500.00 |
| Seeding and Mulching | | | 10,000.00 |
| Work by Portland General Electric Co. | | | 218.00 |
| | Subtotal | | $1,654,939.25 |
| | 10% Engr. & Cont. | | 165,493.75 |
| | Total | | $1,820,433.00 |

Type Code X028
Structure (Sta. 279+90.7 to 280+13.3) (Contract No. 5057)

| | | | |
|---|---|---|---|
| Structural Excavation, Unclassified | 190 cu. yd. | $4.50 | $ 855.00 |
| General Excavation, Unclassified | 150 cu. yd. | 0.24 | 36.00 |
| Class "A" Concrete in Box Culverts | 500 cu. yd. | 50.00 | 25,000.00 |
| Metal Reinforcement in Box Culverts | 88,500 lbs. | 0.12 | 10,620.00 |
| Class "C" Concrete | 40 cu. yd. | 30.00 | 1,200.00 |
| | Subtotal | | $ 37,711.00 |
| | 10% Engr. & Cont. | | 3,771.10 |
| | Total | | $ 41,482.10 |

Length of Roadway - - - - - - - - - - 8.424 Miles
Length of 1 Structure - - - - - - - - 0.005 Mile
Total Length- - - - - - - - - - - - - 8.429 Miles
Cost Per Mile, Roadway- - - - - - - - $216,100.78

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 40,000.00 | $ 24,100.00 | $ 15,900.00 |
| Roadway | 1,820,433.00 | 1,126,800.00 | 693,633.00 |
| Structure | 41,482.10 | 25,600.00 | 15,882.10 |
| | $1,901,915.10 | $1,176,500.00 | $725,415.10 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-156(6)

## SANDY-ALDER CREEK SECTION
## OF THE MT. HOOD HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon August 26, 1957

**Type Code P.E.**
**Preliminary Engineering** $ 45,000.00

**Type Code 6201**
**Roadway (Sta. -7+60.6 to 0+00 - 0+82.90 to 448+00)**

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | | $ 75,000.00 |
| Removal of Bridge | All | Required | | 3,500.00 |
| Drainage Excavation, Unclassified | 4,300 | cu. yd. | $ 3.00 | 12,900.00 |
| General Excavation, Unclassified | 1,203,850 | cu. yd. | .30 | 361,155.00 |
| Short Overhaul | 4,024,000 | yd. sta. | .015 | 60,360.00 |
| Long Overhaul | 114,500 | C-yd. sta. | .35 | 40,075.00 |
| Finishing Roadbed and Slopes | 8.43 | miles | 2,000.00 | 16,860.00 |
| Rounding Cutbanks | 30,000 | lin. ft. | .15 | 4,500.00 |
| 8-inch Corrugated Metal Pipe | 150 | lin. ft. | 2.50 | 375.00 |
| 18-inch Corrugated Metal Pipe | 780 | lin. ft. | 5.00 | 3,900.00 |
| 24-inch Corrugated Metal Pipe | 220 | lin. ft. | 7.50 | 1,650.00 |
| 60-inch Corrugated Metal Pipe | 190 | lin. ft. | 32.00 | 6,080.00 |
| 36-inch Corrugated Metal Pipe, 10 Gage | 220 | lin. ft. | 15.50 | 3,410.00 |
| 12-inch Concrete Pipe | 2,800 | lin. ft. | 2.50 | 7,000.00 |
| 18-inch Concrete Pipe | 3,560 | lin. ft. | 4.50 | 16,020.00 |
| 24-inch Concrete Pipe | 520 | lin. ft. | 6.00 | 3,120.00 |
| 36-inch Concrete Pipe | 130 | lin.ft. | 10.00 | 1,300.00 |
| Extra for Pipe Under Pavement | 600 | lin. ft. | 3.00 | 1,800.00 |
| 6-inch Perforated Metal Drain Pipe,Uncoated | 4,700 | lin. ft. | 2.00 | 9,400.00 |
| Special Backfill in Drains | 960 | cu. yd. | 6.00 | 5,760.00 |
| 90" Structural Plate Pipe, Sta. 349+45 | All | Required | | 37,350.00 |
| 114" Structural Plate Pipe, Sta. 183+20 | All | Required | | 19,440.00 |
| 36-inch Elliptical Inlets | 1 | only | 140.00 | 140.00 |
| Corrugated Metal Catch Inlets | 6 | only | 100.00 | 600.00 |
| Class "A" Concrete in Box Culverts | 380 | cu. yds. | 55.00 | 20,900.00 |
| Metal Reinforcement in Box Culverts | 86,500 | lbs. | .15 | 12,975.00 |
| Concrete Catch Basins | 2 | only | 85.00 | 170.00 |
| Concrete Curbs | 18 | cu. yds. | 50.00 | 900.00 |
| Sacked Aggregate - Cement Riprap | 26 | cu. yds. | 35.00 | 910.00 |

| | | | | |
|---|---|---|---|---|
| Metal Guard Rail | 5,800 | lin. ft. | $ 3.00 | $ 17,400.00 |
| Metal Sight Posts | 400 | only | 3.00 | 1,200.00 |
| Course Crushed Material in Base | 261,000 | cu. yds. | 2.75 | 717,750.00 |
| 3/4" - 0 Material in Base | 26,000 | cu. yds. | 3.00 | 78,000.00 |
| Sprinkling | 10,700 | M-gals. | 3.00 | 32,100.00 |
| Asphaltic Concrete Mixture | 61,400 | tons | 4.10 | 251,740.00 |
| 85-100 Asphalt in Mixture | 3,700 | tons | 36.00 | 133,200.00 |
| Extra for Asphaltic Concrete Approaches | 115 | only | 25.00 | 2,875.00 |
| Preparation of Base | 8.43 | miles | 500.00 | 4,215.00 |
| 3/4" - 0 Material in Binder Course | 3,000 | cu. yds. | 4.00 | 12,000.00 |
| RC-3 Asphalt in Binder Course | 540 | tons | 42.00 | 22,680.00 |
| Furnishing and Placing Aggregates | 3,220 | cu. yds. | 4.00 | 12,880.00 |
| 120-150 Asphalt | 250 | tons | 45.00 | 11,250.00 |
| RS-2 Asphalt | 74 | tons | 47.00 | 3,478.00 |
| | | | | $2,028,318.00 |
| Flagging (57½% of Contractors Cost) | | | | 7,500.00 |
| Seeding and Mulching | | | | 10,000.00 |
| Adjustment of Utilities | | | | 7,500.00 |
| | Subtotal | | | $2,053,318.00 |
| | 10% Engr. & Cont. | | | 205,331.80 |
| | Total | | | $2,258,649.80 |

**Type Code X028**
**Structure (Sta. 279+90.7 to 280+13.3)**

| | | | | |
|---|---|---|---|---|
| Structural Excavation, Unclassified | 190 | cu. yds. | $ 5.00 | $ 950.00 |
| General Excavation, Unclassified | 150 | cu. yd. | .30 | 45.00 |
| Class "A" Concrete in Box Culverts | 500 | cu. yds. | 55.00 | 27,500.00 |
| Metal Reinforcement in Box Culverts | 88,500 | lbs. | .15 | 13,275.00 |
| Class "C" Concrete | 40 | cu. yds. | 50.00 | 2,000.00 |
| | Subtotal | | | $ 43,770.00 |
| | 10% Engr. & Cont. | | | 4,377.00 |
| | Total | | | $ 48,147.00 |

| | |
|---|---|
| Length of Roadway . . . . . . . . . . . . . . . . | 8.424 miles |
| Length of Structure . . . . . . . . . . . . . . . . | 0.005 mile |
| Total Length. . . . . . . . . . . . . . . . . . | 8.429 miles |
| Cost of roadway, per mile . . . . . . . . . . . | $268,120.82 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 40,000.00 | $ 24,000.00 | $ 16,000.00 |
| Roadway | 2,258,649.80 | 1,355,000.00 | 903,649.00 |
| Structure | 48,147.00 | 29,000.00 | 19,147.00 |
|  | $2,346,796.80 | $1,408,000.00 | $ 938,796.00 |

RECEIVED
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FOR FILING

5057

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 1st, 1961

SUBJECT: Roadway Drainage on
Mt. Hood Highway
near Alder Creek

To:
G. S. Paxson
Assistant State Highway Engineer
Salem, Oregon

Reference is made to your letter of July 21, 1961, regarding a complaint by Mr. and Mrs. Paul South about drainage conditions allegedly caused by our highway construction about one half mile west of Alder Creek on the Mt. Hood Highway.

We have previously recommended a drainage ditch partially over the South property, and partially over property owned by a Mr. Furnish, and have an approved State Force Order to construct this ditch, which would alleviate the drainage condition referred to. Negotiations were started with Furnish to acquire an easement for the ditch, and about that time, the death of Mrs. Furnish tied the property into an estate, which has handicapped our negotiations.

Also in the construction of the project, an access was constructed to the Furnish property, which was not satisfactory to Mr. Furnish. Mr. Furnish has advised Mr. S. N. Mayhew, Right of Way Supervisor, that he would not deal for an easement until the access has been widened and improved. We recently completed the improvement of this access, and hope to acquire the necessary easement for the construction of the ditch very soon.

I have contacted Mrs. South, and explained the reason for the delay in the construction of the drainage ditch, and have advised them that we plan to construct this ditch prior to winter. In the event that we are still unable to deal with Mr. Furnish in the near future, we will recommend that steps be taken to condemn property for the construction of the ditch.

A. E. Johnson
w

A. E. JOHNSON
Division Engineer

AEJ:w
cc: Tom Edwards
S. N. Mayhew

NOTED
G S PAXSON

RECEIVED
AUG 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 24 1961
FOR FILING

F-156(c)

5057

Cross Referenced To:
Adm.
Petitions
Clackamas

Salem, Oregon
July 21, 1961

Mr. A. E. Johnson

Roadway Drainage on
Mt. Hood Loop Highway
near Alder Creek

Mr. and Mrs. Paul South, who live at Route 1, Box 1141, Gresham; Telephone MOhawk 5-8207, were in the office today complaining about drainage conditions allegedly caused by our highway construction about one-half mile west of Alder Creek on the Mt. Hood Loop Highway. They say that in our construction we have opened up a spring which drains across our highway and onto their property where no water ever drained before. Mr. South advises that he has offered to allow the construction of an open ditch across his property to take care of the drainage.

Will you please check into this and advise as to the circumstances. I would also suggest that you contact Mr. South and discuss the matter with him.

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. Tom Edwards

July 14th, 1961.

We, the undersigned PETITION that something be done immediately about drainage which has been tiled in process of making new stretch of Highway,, that it now empties to road to our property. This has caused damage to property—and some vehicles. Also, realtors in making listings has declared this swamp land.
We have requested this many times over period of several months; feel that you have had more than amp le time.
To this date we have received nothing but promises.

A. J. Lundbom
Hattie C. Lundbom
Oscar Lindstrom
Bessie Lindstrom
Harry G. Roisum
Florence Roisum
J. F. Simmons
Marie Simmons
B. H. Herndon
Alan B. [illegible]
Dee Farr
Paul J. South
Alma M. South

Mr. Williams

NOTED
W. C. WILLIAMS

July 21, 1961

# FINAL COST ANALYSIS

Grading

Sandy-Alder Creek
Contract No. 5057

Contractor: Rogers Construction Co.
Resident Engineer: W.J. Scofield

Mt. Hood Highway
Prefix No. 3-1068-201(41)
Project No. F-156(6)

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| Clearing and Grubbing | 1 | Lump | 125,000.00 | 105,897.98 | 105,897.88 | 125,000.00 |
| Removal of Bridge | 1 | Lump | 1,800.00 | 1,062.50 | 1,062.50 | 1,800.00 |
| Drainage Excav., Unclass. | 5,127.77 | Cu. Yd. | 3.00 | 2.55 | 13,075.79 | 15,383.31 |
| Struct. Excav., Unclass. | 186.09 | Cu. Yd. | 4.50 | 3.80 | 692.03 | 837.41 |
| General Excav., Unclass. | 1,183,089.70 | Cu. Yd. | 0.24 | 0.35 | 414,330.47 | 283,941.53 |
| Short Overhaul | 3,806,037 | Yd. Sta. | 0.005 | 0.006 | 23,756.83 | 19,030.19 |
| Long Overhaul | 69,604.5 | C-Yd. Sta. | 0.30 | 0.37 | 26,042.70 | 20,881.35 |
| Finish R.B. & Slopes | 8.43 | Mile | 400.00 | 498.74 | 4,204.39 | 3,372.00 |
| Rounding Cutbanks | 36,500 | Lin. Ft. | 0.10 | 0.106 | 3,879.13 | 3,650.00 |
| 8" Corr. Metal Pipe | 181 | Lin. Ft. | 1.70 | 1.72 | 310.54 | 307.70 |
| 18" Corr. Metal Pipe | 1,126 | Lin. Ft. | 4.00 | 4.19 | 4,713.70 | 4,504.00 |
| 24" Corr. Metal Pipe | 294 | Lin. Ft. | 6.00 | 6.17 | 1,814.89 | 1,764.00 |
| 60" Corr. Metal Pipe | 222 | Lin. Ft. | 32.00 | 33.28 | 7,387.58 | 7,104.00 |
| 36" Corr. Metal Pipe | 236 | Lin. Ft. | 14.00 | 14.47 | 3,415.21 | 3,304.00 |
| 12" Concrete Pipe | 3,651 | Lin. Ft. | 1.90 | 1.84 | 6,730.64 | 6,936.90 |
| 18" Concrete Pipe | 3,505 | Lin. Ft. | 4.00 | 4.04 | 14,149.47 | 14,020.00 |
| 24" Concrete Pipe | 541 | Lin. Ft. | 4.75 | 4.88 | 2,638.88 | 2,569.75 |
| 36" Concrete Pipe | 116 | Lin. Ft. | 7.50 | 7.72 | 895.04 | 870.00 |
| Extra for pipe under pvmt. | 655 | Lin. Ft. | 4.00 | 3.01 | 1,972.22 | 2,620.00 |
| 6" Perf. Mtl. Dr. Pipe, Ctd. | 7,348 | Lin. Ft. | 1.50 | 1.46 | 10,727.13 | 11,022.00 |
| Special Backfill in Drains | 1,214.93 | Cu. Yd. | 4.00 | 3.19 | 3,872.58 | 4,859.72 |
| 90" Structural Plate Pipe | 1 | Lump | 31,000.00 | 29,575.65 | 29,575.65 | 31,000.00 |
| 114" Structural Plate Pipe | 1 | Lump | 16,000.00 | 14,938.72 | 14,938.72 | 16,000.00 |

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| 36" Elliptical Inlet | 1 | Only | 120.00 | 110.73 | 110.73 | 120.00 |
| Corr. Mtl. Catch Basins | 4 | Only | 50.00 | 45.74 | 182.96 | 200.00 |
| Class A Conc. in Box Culvert | 791.33 | Cu. Yd. | 50.00 | 46.91 | 37,120.69 | 39,566.50 |
| Mtl. Reinforcement in Box | 148,195 | Lb. | 0.12 | 0.106 | 15,746.21 | 17,783.40 |
| Class A Concrete | 29 | Cu. Yd. | 30.00 | 24.49 | 710.23 | 870.00 |
| Concrete Catch Basins | 3 | Only | 80.00 | 77.11 | 231.34 | 240.00 |
| Concrete Curbs | 12.27 | Cu. Yd. | 45.00 | 44.63 | 547.55 | 552.15 |
| Sacked Aggr. Cement Rip Rap | 38.80 | Cu. Yd. | 30.00 | 23.62 | 916.31 | 1,164.00 |
| Metal Guard Rail | 5,843. | Lin. Ft. | 3.00 | 2.76 | 16,150.57 | 17,529.00 |
| Metal Sight Posts | 411 | Only | 2.50 | 2.55 | 1,074.25 | 1,027.50 |
| Coarse Cr. Mat'l | 30,375.5 | Cu. Yd. | 2.00 | 2.08 | 63,181.04 | 10,751.00 |
| 3/4"-0 Mat'l in Base | 33,679 | Cu. Yd. | 2.20 | 2.10 | 70,822.58 | 74,093.80 |
| Sprinkling | 3,253.9 | M-Gal. | 1.50 | 1.68 | 5,459.64 | 4,880.85 |
| Asph. Conc. Mix | 65,213.61 | Ton | 3.75 | 3.87 | 252,619.62 | 244,551.04 |
| 85-100 Asph. in Mix | 3,513.05 | Ton | 31.10 | 30.18 | 106,008.80 | 109,255.86 |
| Extra for Asph. Conc. Appr. | 164 | Only | 30.00 | 31.88 | 5,228.09 | 4,920.00 |
| Preparation of Base | 8.43 | Mile | 175.00 | 144.40 | 1,217.25 | 1,475.25 |
| 3/4"-0 Mat'l in Binder Crse. | 2,067 | Cu. Yd. | 3.00 | 2.84 | 5,865.88 | 6,201.00 |
| RC-3 Asph. in Binder Crse. | 313.63 | Ton | 40.50 | 42.22 | 13,242.69 | 12,702.02 |
| Furnish & Place Aggregate | 3,296 | Cu. Yd. | 3.50 | 3.32 | 10,957.72 | 11,534.00 |
| 120-150 Asphalt | 252.18 | Ton | 39.50 | 41.86 | 10,556.85 | 9,961.11 |
| RS-2 Asphalt | 123.97 | Ton | 42.50 | 31.40 | 3,893.71 | 5,268.75 |
| 3/4"-1/2" Cr. Mat'l in S.P. | 1,054.14 | Cu. Yd. | 2.50 | 2.21 | 2,327.70 | 2,635.35 |
| 1/2"-1/4" Cr. Mat'l in S.P. | 2,368.72 | Cu. Yd. | 2.50 | 2.21 | 5,232.13 | 5,916.80 |

Final Cost Analysis - Contract . 5057
Sandy-Alder Creek, Mr. Hood Highway

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| 1/4"-10 Cr. Mat'l in S.P. | 4,131.45 | Cu. Yd. | 2.50 | 2.21 | 9,126.93 | 10,326.63 |
| 1/4"- 0 Cr. Mat'l in S.P. | 4,679.69 | Cu. Yd. | 2.50 | 2.21 | 10,337.33 | 11,699.23 |
| Cement Adj. favor Contractor | 55.22 | Bbl. | 4.28 | 4.57 | 252.11 | 236.34 |
| 4" Sewer Pipe | 340 | Lin. Ft. | 1.25 | 1.28 | 433.50 | 425.00 |
| Add. allow. for Cl. B Asph. Conc. | 1,572.06 | Ton | 1.40 | 1.06 | 1,670.30 | 2,200.88 |
| 1-1/2"-0 Cr. Base Rock | 206,389 | Cu. Yd. | 2.00 | 2.08 | 428,433.68 | 412,778.00 |
| Quarry Run Rock | 4,851 | Cu. Yd. | 1.70 | 1.70 | 8,246.70 | 8,246.70 |
| Asph. Conc. Curbs | 8,423 | Lin. Ft. | 1.00 | 0.74 | 6,264.59 | 8,423.00 |
| Quarry Run Rock | 38 | Cu. Yd. | 1.70 | 1.81 | 6,882.74 | 6,602.80 |
| Additional Guard Rail | 4,707 | Lin. Ft. | 3.00 | 2.80 | 13,186.02 | 14,121.00 |
| Quarry Run Rock on Slopes | 5,465 | Cu. Yd. | 2.05 | 1.84 | 10,039.53 | 11,203.25 |
| Dragline Shovel Rental | 61 | Hour | 20.00 | 17.00 | 1,037.00 | 1,220.00 |
| Excess Cr. Mat'l | 3,295.5 | Cu. Yd. | 1.25 | 1.12 | 3,696.64 | 4,119.38 |
| Flagging | | | | | 7,663.96 | 7,663.96 |
| Water System Revision | | | | | 32,122.20 | 36,940.20 |
| Relocate Valves and Lines | | | | | 3,027.11 | 3,481.16 |
| Mail Box Relocation | | | | | 424.59 | 488.29 |
| Clearing and Grubbing | | | | | 968.90 | 1,114.24 |
| Masonry Removal | | | | | 312.08 | 358.90 |
| Signs and Barricades | | | | | 1,256.92 | 1,445.46 |
| Const. Sumps | | | | | 285.00 | 327.75 |
| | | | | | 1,871,155.94 | 1,757,403.39 |

| | |
|---|---|
| Total Cost | $ 1,871,155.94 |
| Gross Revenue | 1,757,403.39 |
| Net Loss | $ 123,752.55 |

Net Loss equals 7.04% of Gross Revenue

## DETAIL OF COSTS - Contract No. 5057

| | | | | | |
|---|---|---|---|---|---|
| Labor: | | | | | |
| Labor | | | | $ 396, 405. 13 | |
| Labor Insurance | | | | 28, 342. 07 | |
| Health, Welfare and Pension | | | | 6, 164. 11 | $ 430, 911. 31 |
| Equipment Rental and Miscellaneous Supplies: | | | | | |
| Equipment Rental, Owned | | | | 339, 625. 60 | |
| Equipment Rental, Hired | | | | 46, 677. 65 | |
| Gas, Oil and Grease | | | | 74, 676. 62 | |
| Bond | | | | 9, 079. 77 | |
| Freight and Express | | | | 9, 068. 48 | |
| Explosives, Caps and Fuses | | | | 16, 241. 59 | |
| Hired Trucks | | | | 10, 641. 22 | |
| Transport | | | | 19, 768. 75 | |
| Shoot Quarry | | | | 24, 555. 15 | |
| Home Office and General Overhead | | | | 52, 722. 10 | |
| Small Tools and Miscellaneous Supplies | | | | 35, 880. 57 | 638, 937. 50 |
| Materials: | | | | | |
| Cement | 12 | Sack | @ $1.75 | 21.00 | |
| Steel Reinforcement | 148, 200 | Lb. | @ $0.10 | 14, 820.00 | |
| Guard Rail | 10, 550 | Lin. Ft. | @ $1.15 | 12, 247.50 | |
| Guard Rail Posts | 980 | Each | @ $5.45 | 5, 341.00 | |
| Sight Posts | 411 | Each | @ $1.46 | 600.06 | |
| Concrete | 885 | Cu. Yd. | @ $17.65 | 15, 619.63 | |
| 8" CMP | 181 | Lin. Ft. | @ $1.40 | 253.40 | |
| 18" CMP | 1, 126 | Lin. Ft. | @ $3.40 | 3, 828.40 | |
| 24" CMP | 294 | Lin. Ft. | @ $5.00 | 1, 470.00 | |
| 36" CMP | 236 | Lin. Ft. | @ $12.00 | 2, 832.00 | |
| 60" CMP | 222 | Lin. Ft. | @ $27.00 | 5, 994.00 | |
| 6" Perf. Dr. Pipe | 7, 348 | Lin. Ft. | @ $1.05 | 7, 715.40 | |
| 90" Structural Plate Pipe | 416 | Lump Sum | | 24, 268.54 | |
| 114" Structural Plate Pipe | 216 | Lump Sum | | 12, 289.28 | |
| 12" Concrete Pipe | 3, 636 | Lin. Ft. | @ $1.20 | 4, 363.20 | |
| 18" Concrete Pipe | 3, 499 | Lin. Ft. | @ $3.05 | 10, 671.95 | |
| 24" Concrete Pipe | 541 | Lin. Ft. | @ $4.05 | 2, 191.05 | |
| 36" Concrete Pipe | 116 | Lin. Ft. | @ $5.75 | 667.00 | |
| 4" Sewer Pipe | 340 | Lin. Ft. | @ $0.90 | 306.00 | |
| Aggregates Purchased | 30, 935 | Cu. Yd. | @ $1.70 | 52, 589.50 | |
| Haul Aggregates Purchased | 30, 935 | Cu. Yd. | @ $0.80 | 24, 748.00 | 175, 836.91 |

Cont'd......

## DETAIL OF COSTS CONT"D - Contract No. 5057

| | | | |
|---|---|---|---|
| Bituminous Material: | | | |
| 85-100 | 3,513.05 Ton @ $27.40 | 96,257.57 | |
| RC-3 | 313.63 Ton @ $30.15 | 9,455.94 | |
| 120-150 | 252.18 Ton @ $27.40 | 6,909.73 | |
| RS-1 | 123.97 Ton @ $29.20 | 3,619.92 | 116,243.16 |
| Work done by Others: | | | |
| Oregon Asphalt | | 12,402.91 | |
| Murray Bros. | | 75,000.00 | |
| Russel Olson | | 201,881.90 | |
| Arnold Johnson | | 206,506.75 | |
| McWaters | | 10,435.50 | 509,227.06 |
| | TOTAL COST | | $1,871,155.94 |

Remarks - Contract No. 5057

This was a "Federal Aid Primary Project" and was to be conducted in accordance with Federal regulations applying to that class of project, calling for grading of 8.43 miles of main highway roadbed and construction of service road, frontage roads, road connections, and approaches involving approximately 1,204,000 cubic yards of excavation, two reinforced concrete box culverts, one 90" and one 114" structural plate pipe culvert; 8.43 miles of stone base and shoulders on the main roadbed and on service, frontage, and road connections involving 287,000 cubic yards of crushed materials; 8.43 miles of asphaltic concrete, type 0-11 modified oil mat wearing surface on main highway shouler, frontage and service roads and to furnish and stockpile 12,000 cubic yards of crushed aggregate.

The west end of the project was at Station 7+60.6, which station is located approximately 135 feet east of the intersection of Second Avenue with the Mount Hood Highway in the city of Sandy. The east end of the project was at Station 448+00, which station is located approximately 475 feet west of the existing bridge over Alder Creek. The overall length of the project was 8.43 miles.

Bids were submitted September 12, 1957, work began September 20, 1957, and the contract was awarded October 25, 1957. Murray Bros., subcontractor on project, started clearing and progressed very well. Contractor moved in 1/2-yard dragline to excavate for the two boxes. Utilities had to be moved before much grading could be accomplished. Contractor started opening up some of the large cuts and in every case encountered considerable moisture. On June 4, 1958, rubber-tired scrapers began operating. A strike closed the project down from July 10th to August 18, 1958. Grading was resumed on August 18th.

Frequent rains closed work down intermittently but the entire job was opened up by the time the rains closed the project down completely. Crushing at Brightwood Quarry began December 31, 1958 on a one-shift basis. After adjustments and additional work on the plant, three shifts were worked with any repair work being done on the day shift. Crushing was completed July 17, 1959. Grading was resumed July 14, 1959 and continued until October 5, 1959, then was closed down until July 6, 1960. Work continued on grading until October 6, 1960 when general excavation was completed. Arnold Johnson hauled the base rock and Russell Olson did the paving. This project was completed January 19, 1961.

Equipment used on the project was: Four D8's with dozers, three D9's with dozers, 125 c.f.m. compressor, 3/4-yard dragline, two TS24's with scrapers, seven TST23's with scrapers, two graders, two loaders, vibrating roller, 3-leg iron wheel roller, rubber-tired roller, water wagon, 1/2-yard dragline, complete crushing plant, paving plant, aggregate hauling equipment, and miscellaneous equipment repair and maintenance trucks.

**Remarks Cont'd - Contract No. 5057**

This project was bid low on practically every item except clearing---$414,000 under engineer's estimate and $80,000 under second bidder. The moisture content of materials to be excavated, numerous rains, the strike, and large amount of rock in cut at Station 380 to 400 were main factors in loss incurred.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

RECEIVED
APR 14 1961
FOR FILING

F-156 (6)

5057

April 13, 1961

The Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

State Highway contract #5057 for grading-paving the Sandy-Alder Section of Mt. Hood Highway in Clackamas County was completed by the contractor, Rogers Const. Co., and Rogers Const., Inc., on January 19, 1961, and was formally accepted by the Highway Commission on March 10, 1961.

Final payment in the amount of $51,140.44 will be released to the contractor on or after April 24, 1961. The total contract amount is $1,757,403.39, of which amount $51,819.96 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Fidelity & Casualty Co. of N. Y.
Pallett, Fisher & Carlo, Inc.,
1001 US National Bank Bldg.,
Portland 4, Oregon

cc: Rogers Const. Co., and
Rogers Const., Inc.,
11760 NE Glisan St.,
Portland 16, Oregon

Form E-1—(Rev.)-

F-156(6)

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Feb. 5, 19 61

Section Sandy - Alder Creek

Kind of work Grading & Paving

Highway Mt. Hood County Clackamas

Section prefix 3-1068

Contractor Rogers Construction Co.

Contract number 5057

Date of contract Oct. 25, 19 57

Specified work days 260

Date work started Sept. 20, 19 57

Work days used 239

Project authorization . . . . . $ 1,950,148.78

Exclusive of engineering . . . . $ 1,809,338.20

Per cent of time elapsed 92 %

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . $ 1,743,780

Estimated per cent o[illegible] underrun . . . . . . . . . 1.0 %

Per cent of contract completed, based on estimated cost . . . . . . . . . . %

Engineering authorization . . . . . $ 140,810.58

Engineering cost to date $ 178,300, 127 %

Date project was completed Jan. 19, 19 61

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| 100 | 99* | 100 | 100 | 100 | Oil - 90*<br>Pave - 100 | 100 |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

- FINAL REPORT -

*Drainage ditch Lt. Sta. 420 to be constructed by State Forces.

*Balance of shoulder and frontage road oiling to be done by State Forces.

Because of the 2 or 3 month that will be needed to get easements for the drainage ditch Lt. of Sta. 420, and ending on the State gravel pit property along the Sandy River, it was decided to report the project completed on Jan. 19th. That was the date the contractor completed the transfer of the P.A. purchase of excess rock to State property at Brightwood Quarry. The drainage ditch will be constructed under an S.F.O.

The semi-final estimate is in the final stages of completion.

CONSTRUCTION DIVISION
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FEB 6 1961
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NOTED
JOHN R. OAKES

M. N Juve

Signed

Address Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 8.43 | 8.43 |  | 8.43 | 8.43 |
| Miles partially completed |  |  |  | Shld. 0.5 |  |
| Miles completed | 8.43 | 8.43 |  | Shld. 7.93<br>Binder 8.43 | 8.43 |
| Total estimated quantities (contract) | 1,204,000 | 287,000 | 12,000 | 864 | 61,400 |
| Total quantities corrected to date | 1,183,000 | 279,178 | 12,215 | 684 | 65,214 |
| Estimated quantities moved or placed to date | 1,183,000 | 279,178 | 12,215 | 684 | 65,214 |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers .........., Compaction rollers .........., . . . . .........., . . . . .........., . . . . ..........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday |  |  |  |
| Monday | Rain |  |  |
| Tuesday | Cloudy |  |  |
| Wednesday | Rain |  |  |
| Thursday | Showers |  |  |
| Friday |  |  |  |
| Saturday |  |  |  |

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F-156(6)
5057

December 13, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Sandy-Alder Creek Section
Mt. Hood Highway
Clackamas County
Contract No. 5057
Project No. F-156(6)

Dear Sir:

This is to advise you that the seeding and mulching on the subject project, authorized under Order for State Force Work dated January 31, 1959, was completed on November 17, 1960.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

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FOR FILING

F-156(6)

5057

November 15, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10 covering drainage correction on the Sandy-Alder Creek Section of the Mt. Hood Highway in Clackamas County, Contract No. 5057, in connection with Federal Aid Project No. F-156(6).

This work is necessary to alleviate drainage runoff and damage to private property. The accompanying sketch indicates the drainage field and correction.

Alternate plans considered were ditching along Barlow Road and ditching north to Sandy River. Either plan would entail considerable clearing and grubbing, easement through private property and future maintenance. The most feasable plan is to construct the sumps as indicated on State property to intercept the drainage.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

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**OREGON STATE HIGHWAY DEPARTMENT**

INTER DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1959

SUBJECT: Sandy-Alder Creek Section
Contract No. 5057

Memo to the Files

Doug [illegible] of the Office Engineering Division requested this date a recommendation from this department whether we should change the method of withholding on subject project to conform to the latest practice. The contract with Rogers states that ten per cent of the work completed will be withheld until such time as the total amount completed equals 75 per cent of the contract amount. Rogers, as of this date, completed approximately 60 per cent of the contract amount and some $122,614.29 is being withheld. The new method of withholding shown under all our new contracts is to withhold 5 per cent on all contracts over $300,000.

The reduction from 10 per cent to 5 per cent would return to the Rogers Construction Company at this time $37,367.67, and we would continue to withhold $85,246.62.

The opinion has been expressed by this Division that we have no objections to the reduction if, in the opinion of the Office Division, it is indicated.

Tom Edwards
Construction Engineer

By F B Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:f;

cc R. L. [illegible]

Request change as noted
[illegible]

Copy to [illegible]

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OFFICE OF
[illegible]

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F156(6)

5757

November 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9 covering directional signing on the Sandy-Alder Creek Section of the Mt. Hood Highway in Clackamas County, Contract No. 5057, in connection with Federal Aid Project No. F-156(6).

This work is necessary for the direction and guidance of traffic. It does not include warning signs, lights and barricades normally required of the contractor for the safety of traffic and workmen.

Portions of the roadway cannot be completed this season and signing for the heavy winter sports traffic is considered necessary, for guidance and safety.

This order has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

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5057

September 4, 1959

Mr. Lloyd Franzen
615 N. E. 107 Place
Portland 20, Oregon

1385

Dear Sir:

Reference is made to your letter of August 22 concerning the condition of the two-inch water main, which is part of the Alder Creek water system.

As you are no doubt aware, this line is privately owned and the owner of the line was notified to remove or protect his facility prior to the time road construction began. The owner at that time pled financial inability to move the line although it was his legal obligation to do so. The State was then caused by this inability to move the line to perform such minimum work as would provide water service to the various users with the thought in mind that the portion of the line, which is covered by highway embankment, could later be replaced by the water company owner with a parallel line outside of the embankment area.

It would not appear to be a proper expenditure of public funds to replace a water main belonging to a private water company and from which the owner is deriving revenue. I do not feel that this main will cause any serious damage to the highway, as in case of rupture or leakage of the main a valve could be closed before considerable damage could occur. The owner of the water system is liable for damage to the highway facility.

I hope that I have cleared up the State's position in this matter and wish to thank you for your interest in the same.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

cc Mr. Tom Edwards

LHY:fp er

OREGON STATE HIGHWAY DEPARTMENT

[illegible]
[illegible] September [illegible]

[illegible] Water System
[illegible] Creek Section
[illegible]
[illegible] - Profile [illegible]

[illegible]
[illegible]
[illegible]

[illegible]

[illegible] letter from [illegible] water system [illegible].

[illegible] a private system [illegible] correspondence in the files [illegible] attorney, concerning the [illegible] determined that the highway department [illegible] valves and lines but we refuse to [illegible] for relocation [illegible] them where they would [illegible].

[illegible] not relocate the main.

As noted [illegible] J. Scofield, we [illegible] valves and services were [illegible] during construction.

[illegible] Mr. [illegible] of the Menlo Park water district [illegible] Co. as a foreman for work [illegible] water system, and the Alder Creek [illegible] for writing the letter is unknown. We [illegible], contractor for construction [illegible].

It is not believed [illegible] our original agreement not to relocate the Alder Creek [illegible] practically all of the [illegible] line is in place, [illegible] further action regarding Mr. Frenzen's complaint.

[illegible] Scofield

[illegible]
[illegible] Engineer

CONSTRUCTION DIVISION
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FORM E-30X 25M 6-51 90116

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Portland, Oregon
August 31, 1959

**SUBJECT:** Alder Creek Water System
Sandy - Alder Cr. Section
Mt. Hood Highway
Cont. 5057, - Prefix 3-1068

**To:** Mr. A. G. Skelton
Division Engineer

Reference is made to Mr. Klaboe's letter of August 27th requesting an investigation and report on allegations made in Mr. Lloyd Franzen's letter concerning the condition of the Alder Creek Water System 2" main.

I agree with Mr. Franzen that this 2" main should be replaced, but I certainly do not think it should be an obligation of the Highway Dep't. The water system is owned by a Mr. Cornwell. He has about 40 or 50 customers and collects from $6 to $8 per month from each customer, and they are required to do all their service repairs and maintenance. His permit expired several years ago, and as far as I know was never renewed.

During 1957 and 1958 we spent over $4,000 on an E.W.O. on the Sandy-Alder Cr. section, and the Alder Cr. Bridge section on relocating water valves, services, and a new 4" main crossing our highway at station 450. In that the main from stations 423 to 450 would be covered by a fill, it has always been our intention to leave the existing 2" main in place, although we knew there would probably be some repairs to breakage during grading, we now have most of our fill made over the pipe and the critical period can be considered passed.

Some of the water users have told me they are trying to organize and buy the water system. They have, in fact, contacted the Public Utilities Comm. for information. They are all aware of the poor condition of the main; however no one has suggested to me that the Highway Dep't should participate in any way in the cost of a new pipe.

I estimate it would cost us about $6,000 under an E.W.O. to lay 3,000 feet of 2" galvanized pipe along the north right of way line, and hook up the southerly services.

I do not concur with Mr. Franzen in his concern over damage to the highway, in case of rupture or leakage of the existing main. Obviously the valve could be closed before any sizeable damage could occur.

Resident Engineer

Aug 22.1959

Oregon State Highway
Dept. of Engineers.
Salem, Oregon

PLEASE RETURN TO
FORREST COOPER

Gentelmen,

I am taking the liberty of writing you regarding the condition of the water distribution system located at Alder Creek on the Mt. Hood highway and how it will seriously effect the new highway now under construction.

A year ago last winter I was employed by Pager Bros. to relocate a part of the Water system at Alder creek due to the construction of the new bridge and access roads. At that time I noted the poor condition of the water mains and called it to the attention of Mr. Scofield. your engineer.

During the clearing of the right of way it was broken several times by the clearing contractor and was patched to gether with any thing handy E/W

Lately as Aug. 21. of this year I was again called to repair another brake, which now has about a four foot cover.

This water main, which supplies about fifty users at Alder creek, runs west from the new bridge, directly under the new roadway. It is thin wall steel pipe and as near as I can find. is about 30 years old. It will in my opinion be a source of trouble and expense to the highway department untill it is replaced, preferably to edge of right of way.

While I supervised the relocation of the water system for the city of Sandy as well as part of the Alder creek system I do not own or have interest in either place nor am I seeking a job

I am aware that the Alder creek system is owned by a private party who refuses to do anything about it never the less this should be corrected before the roadway is completed.

Yours truly

Lloyd Franzen
615 N.E. 187 Pl.
Portland 30 Oregon

P.S.
I am sending under
seperate cover a section
which I replaced last winter

A

P. O. BOX 5058
PORTLAND 13, OREGON

**HOWEILER AND HOWEILER**
ATTORNEYS AT LAW
P. O. BOX 365
SANDY, OREGON
MUTUAL 7-4383

GEORGE L. HOWEILER
RUTH E. HOWEILER

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F-156(6)

5057

September 1, 1959

NOTED
W. C. WILLIAMS

Mr. W. C. Williams
State Highway Engineer
State of Oregon, State Highway Dept.
Salem, Oregon

Dear Sir:

I acknowledge your letter of August 18, 1959 in which you discuss our letter addressed to Mr. A. E. Johnson, Asst. Div. Engineer.

We appreciate the information contained therein and want to thank you very kindly for your attention to this matter. We appreciate the firm, clear presentation of information contained therein.

Please be assured that if any evidence of the nature referred to worthy of investigation comes to our attention we will immediately notify you.

Yours very truly,

HOWEILER and HOWEILER

Ruth E. Howeiler

Ruth E. Howeiler

REH:la

NOTED
FORREST COOPER

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 1959
STATE HIGHWAY COMMISSION

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FOR FILING

F156 (5)

5057

August 18, 1959

Howeiler and Howeiler
Attorneys at Law
Post Office Box 365
Sandy, Oregon

Attention: Ruth E. Howeiler

Dear Madam:

Your letter of July 30, addressed to Mr. A. E. Johnson, Assistant Division Engineer, has come to my attention.

Referring to the matter of the approach to the Fireside Inn, I am told that this matter was settled by a field conference a few days ago; therefore, I believe the matter can be considered closed.

Referring to the design of the road, I have carefully checked the design and find it to be in accordance with accepted engineering standards for this type of facility and is not overdesigned. The standards are in agreement with the American Association of State Highway Officials' policy and the State of Oregon's adopted design for alignment, grade, and surfacing.

If you or anyone that you know have any evidence that any graft is involved in the design or construction of this highway, I believe it is your duty to present it to me and, if it can be established that there is the slightest reason for such action, I assure you that the evidence will be presented to the District Attorney of Clackamas County promptly. As you well know, I cannot act on rumors or gossip, but, if you have anything concrete to offer, I assure you that it will be welcomed and will be acted upon forthwith.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper

FC:fn:ae

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Portland
11 August 1959

Return to

SUBJECT: Sandy-Alder Creek Section
Mount Hood Hway - Contract 5057

To: Tom Edwards
Highway Department
Salem, Oregon

Attn: F. B. Klaboe

Reference is made to our meeting of Friday, August 7, with Mr. Mike Kokich, Mr. Lauzon, and Mr. Thomas, property owners in the vicinity of Fireside Restaurant, near Station 82 on subject project.

Prior to this meeting I received a letter from Mrs. Ruth E. Howeiler, attorney, at Sandy, Oregon, who represents Mr. Mike Kokich, bringing up points of methods of construction on the project and hinting at graft in connection with the project. A later conversation with Mrs. Howeiler disclosed that the hints of graft were rather vague and were in connection with excessive use of base materials, which was also charged by Mr. Thomas at our meeting Friday.

At that time it was determined to our satisfaction that the project was being constructed in accordance with the plans and using specified amount of base materials.

For your information and as requested, a copy of Mrs. Howeiler's letter is enclosed herewith.

A. E. Johnson
Assistant Division Engineer

Enclosure
U

cc - Willard Scofield

P. O. BOX 5058
PORTLAND 13, OREGON

GEORGE L. HOWEILER
RUTH E. HOWEILER

HOWEILER AND HOWEILER
ATTORNEYS AT LAW
P. O. BOX 365
SANDY, OREGON
MUTUAL 7-4383

July 30, 19[illegible]

Mr. A. E. Johnson, Asst. Div. Engineer
Oregon State Highway Department
[illegible] S. E. McLoughlin Blvd.
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

Dear Mr. Johnson:

You will recall that I wrote to you in February of this year in regard to the raising of the highway level and the matter of curbing and access openings or drives, into the property of Mr. Mike Kosich (dba Fireside Chicken & Steaks) located east of Sandy, Oregon on Highway 26.

At that time you and the gentleman who accompanied you on that occasion came to our office and we went out to the area, inspected the site, and discussed the matter of the road grade.

At that time you represented to me that it was necessary to raise the road level for purposes of economy in road construction. I accepted this statement as correct. However, since that time I have observed that although the highway level is raised at the crest of this hill at the point where it passes in front of the Fireside and the other businesses located at that point, the level of the roadway as it proceeds farther east and as it proceeds westward from that particular point, the roadway is lowered, notwithstanding the fact that the same [illegible] exist. If it is more economical to raise the highway at the crest of the hill, it would appear also that it would be more economical to raise that level on either side of the crest. For these reasons, the explanations which you gave to me in February for raising the highway at this point no longer seem valid.

I can see why considerable credence is being given by some residents of this area to the rumor that this particular piece of construction is being conducted in a more expensive manner than ought to be done and is therefore an improper burden upon the taxpayers. Broad hints of graft are being circulated. I personally give no credence to the theorizing and

NOTED
FORREST COOPER

guesses of graft in this matter. Something should be done, I believe, to somewhat appease these people who are taking more time than I like to give, listening to their gripes.

In February when we met on the highway and discussed this matter, you also informed me that at an early date a member of your department would call upon Mr. Mike Kokich and would precisely specify the areas to be used for driveways, their widths and location. This has never been done, and this is to request that this step be taken immediately.

Yours very truly,

HOWEILER and HOWEILER

Ruth E. Howeiler

REH:la

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F-156(6)

5057

April 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering the relocation of a wire fence on the Sandy-Alder Creek Section of the Mt. Hood Highway in Clackamas County, Contract No. 5057, in connection with Federal Aid Project No. F-156(6).

Before continuance of the roadbed construction is possible, it is necessary to remove and relocate 350 feet of woven wire stock fence to the new property line. This fence is necessary to restrain cattle from straying onto the highway.

A sketch showing the revised location of the fence is enclosed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

RECEIVED
[illegible]
FOR FILING
F-156 (6)

5057

[illegible]

Contract
5057

# AGREEMENT

January 14, 1959

THIS AGREEMENT made and entered this 14th day of January, 1959, between ROGERS CONSTRUCTION CO., party of the first part, and the OREGON STATE HIGHWAY DEPARTMENT, hereinafter referred to as party of the second Part.

FOR AND IN CONSIDERATION OF One Dollar ($1.00) the party of the first part, Rogers Construction Co., gives the right and consent to the party of the second part, Oregon State Highway Department to remove the crushed rock stockpiled for its use upon the following described property for a period not to exceed two (2) years:

> The West half of the Northwest quarter of the Northeast quarter Section 36, T.2S. R6.E. and the East half of the Northeast quarter of the Northwest quarter of Section 36, T.2.S.R.6.E.

Situate in the County of Clackamas and State of Oregon

The party of the first part, Rogers Construction Co., realizes that possibly there will be some rock, gravel or aggregate left on the premises at the expiration of this agreement and therefore agrees to indemnify and hold harmless the Oregon State Highway Department, Highway Commission, its members, officers, employees, and agents against any and all claims or damages to the Property which is above described.

ROGERS CONSTRUCTION CO.

By W. B. Rogers
W. B. Rogers.

STATE OF OREGON )
) ss.
County of Multnomah )

On this 14th day of January, 1959, personally came before me, a Notary Public, in and for said county and state, the within named W. R. Rogers, to me personally known to be the identical person described in, and who executed the within instrument and who personally acknowledged to me that he executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

Robert P. Hoyland
Notary Public for Oregon

My Commission Expires March 22, 1961

**Commonwealth Title Insurance Co.**

[illegible]

PORTLAND 5, OREGON

[illegible]

Premium, $

# Policy of Title Insurance

**COMMONWEALTH TITLE INSURANCE CO.**, a corporation, (incorporated under the laws of the State of Oregon), hereinafter called the Company, for a valuable consideration paid for this policy of title insurance the number, date, and amount of which are shown in Schedule A, does hereby insure the parties named as Insured in Schedule A, together with the persons and corporations included in the definition of "the insured" as set forth in the stipulations of this policy, against loss or damage not exceeding the amount stated in Schedule A which the insured shall sustain by reason of:

1. Title to the land described in Schedule A being vested, at the date hereof, otherwise than as herein stated; or
2. Unmarketability, at the date hereof, of the title to said land of any vestee named herein, unless such unmarketability exists because of defects, liens, encumbrances or other matters shown or referred to in Schedule B, or
3. Any defect in, or lien or encumbrance on, said title existing at the date hereof, not shown or referred to in Schedule B, or
4. Any defect in the execution of any mortgage or deed of trust shown in Schedule B securing an indebtedness, the owner of which is insured by this policy, but only insofar as such defect affects the lien or charge of such mortgage or deed of trust upon said land, or
5. Priority, at the date hereof, over any such mortgage or deed of trust, of any lien or encumbrance upon said land, except as shown in Schedule B, such mortgage or deed of trust being shown in the order of its priority

All subject, however, to SCHEDULES A and B, and the STIPULATIONS herein, all of which schedules and stipulations are hereby made a part of this policy.

*In witness whereof,* **COMMONWEALTH TITLE INSURANCE CO.**, has caused its corporate name and seal to be hereunto affixed by its duly authorized officers, the day and hour set forth in SCHEDULE A hereof

**COMMONWEALTH TITLE INSURANCE CO.**

**This policy shall not become effective until countersigned.**

By

Pre

**Countersigned.**

By

Vice President

## SCHEDULE A

**Amount $** [illegible] **Date** April 24, 1958 [illegible] **At 8:00 A. M.**

**INSURED**

DONALD C. ROGERS and W. R. ROGERS,
co-partners dba Rogers Construction Company

**The fee simple title to said land is, at the date hereof, vested in**

DONALD C. ROGERS and W. R. ROGERS, co-partners dba
Rogers Construction Company

**The land referred to in this policy is described as:**

The West half of the Northwest quarter of the Northeast quarter Section 36, T.2.S.R.6.E. and the East half of the Northeast quarter of the Northwest quarter of Section 36, T.2.S.R.6.E.

Situate in the County of Clackamas and State of Oregon.

## SCHEDULE B

This policy does not insure against loss by reason of the matters shown or referred to in this Schedule except to the extent that the owner of any mortgage or deed of trust is expressly insured in Paragraphs numbered 4 and 5 on page 1 of this policy.

1. Easements, liens or encumbrances, including material or labor liens, which are not shown by the public records; mining claims; reservations in patents; water rights, claims or title to water.
2. Rights or claims of persons in possession, or claiming to be in possession, not shown of record; any state of facts which an accurate survey and inspection of said land would show.
3. Assessments which are not shown as existing liens by the public records; taxes not yet payable; pending proceedings for vacating, opening or changing of streets or highways preceding entry of the ordinance or order therefor.
4. Any laws, governmental acts or regulations, including but not limited to zoning ordinances, restricting, regulating or prohibiting the occupancy, use or enjoyment of the land or any improvement thereon, limiting the height of improvements, or prohibiting a reduction in the dimensions or area, or separation in ownership, of any lot or parcel of land; or the effect of any violation of any such restrictions, regulations or prohibitions.
5. An easement including the terms and provisions thereof, recorded May 11, 1949, in Deed Book 419. (affects South 30 feet)
6. An easement including the terms and provisions thereof, recorded in Deed Book 465, page 693

# STIPULATIONS

## 1. SCOPE OF COVERAGE

This policy does not insure against, and the Company will not be liable for loss or damage created by or arising out of any of the following (a) defects, liens, claims, encumbrances, or other matters which result in no pecuniary loss to the insured; (b) defects, liens, encumbrances, or other matters created or occurring subsequent to the date hereof; (c) defects, liens, encumbrances, or other matters created or suffered by the insured claiming such loss or damage; or (d) defects, liens, claims, encumbrances, or other matters existing at the date of this policy and known to the insured claiming such loss or damage, either at the date of this policy or at the date such insured claimant acquired an estate or interest insured by this policy unless such defect, lien, claim, encumbrance or other matter shall have been disclosed to the Company in writing prior to the issuance of this policy or appeared at the date of this policy on the public records. Any rights or defenses of the Company against a named insured shall be equally available against any person or corporation who shall become an insured hereunder as successor of such named insured.

## 2. DEFENSE OF ACTIONS, NOTICE OF ACTIONS OR CLAIMS TO BE GIVEN BY THE INSURED

The Company at its own cost shall defend the insured in all litigation consisting of actions or proceedings against the insured, or defenses, restraining orders, or injunctions interposed against a foreclosure or sale of said land in satisfaction of any indebtedness, the owner of which is insured by this policy, which litigation is founded upon a defect, lien, encumbrance, or other matter insured against by this policy, and may pursue such litigation to final determination in the court of last resort. In case any such litigation shall become known to any insured, or in case knowledge shall come to any insured of any claim of title or interest which is adverse to the title as insured or which might cause loss or damage for which the Company shall or may be liable by virtue of this policy, such insured shall notify the Company thereof in writing. If such notice shall not be given to the Company at least five days before the appearance day in any such litigation, or if such insured shall not, in writing, promptly notify the Company of any defect, lien, encumbrance, or other matter insured against, or of any such adverse claim which shall come to the knowledge of such insured, in respect to which loss or damage is apprehended, then all liability of the Company as to each insured having such knowledge shall cease and terminate, provided, however, that failure to so notify the Company shall in no case prejudice the claim of any insured unless the Company shall be actually prejudiced by such failure. The Company shall have the right to institute and prosecute any action or proceeding or do any other act which, in its opinion, may be necessary or desirable to establish the title, or any insured lien or charge, as insured. In all cases where this policy permits or requires the Company to prosecute or defend any action or proceeding, the insured shall secure to it in writing the right to so prosecute or defend such action or proceeding, and all appeals therein, and permit it to use, at its option, the name of the insured for such purpose. Whenever requested by the Company the insured shall assist the Company in any such action or proceeding, in effecting settlement, securing evidence, obtaining witnesses, prosecuting or defending such action or proceeding, to such extent and in such manner as is deemed desirable by the Company, and the Company shall reimburse the insured for any expense so incurred. The Company shall be subrogated to and be entitled to all costs and attorneys' fees incurred or expended by the Company, which may be recoverable by the insured in any litigation carried on by the Company on behalf of the insured. The word "knowledge" in this paragraph means actual knowledge, and does not refer to constructive knowledge or notice which may be imputed by the public records.

## 3. NOTICE OF LOSS, LIMITATION OF ACTION

A statement in writing of any loss or damage for which it is claimed the Company is liable under this policy shall be furnished to the Company within sixty days after such loss or damage shall have been ascertained. No action or proceeding for the recovery of any such loss or damage shall be instituted or maintained against the Company until after full compliance by the insured with all the conditions imposed on the insured by this policy, nor unless commenced within twelve months after receipt by the Company of such written statement

## 4. APPORTIONMENT OF LOSS

Whenever the Company shall be obligated to pay a loss under the terms of this policy to an insured owner, purchaser or lessee by reason of a defect in the title to a portion of the area insured herein, liability shall be limited to the proportion of the face amount of this policy which the value of the defective portion bears to the value of the whole at the time of the discovery of the defect.

## 5. OPTION TO PAY, SETTLE, OR COMPROMISE CLAIMS

The Company reserves the option to pay, settle, or compromise for, or in the name of, the insured, any claim insured against or to pay this policy in full at any time, and payment or tender of payment of the full amount of this policy, together with all accrued costs which the Company is obligated hereunder to pay, shall terminate all liability of the Company hereunder, including all obligations of the Company with respect to any litigation pending and subsequent costs thereof.

## 6. SUBROGATION UPON PAYMENT OR SETTLEMENT

Whenever the Company shall have settled a claim under this policy, it shall be subrogated to and be entitled to all rights, securities, and remedies which the insured would have had against any person or property in respect to such claim, had this policy not been issued. If the payment does not cover the loss of the insured, the Company shall be subrogated to such rights, securities, and remedies in the proportion which said payment bears to the amount of said loss. In either event the insured shall transfer, or cause to be transferred, to the Company such rights, securities, and remedies, and shall permit the Company to use the name of the insured in any transaction or litigation involving such rights, securities, or remedies.

## 7. OPTION TO PAY INSURED OWNER OF INDEBTEDNESS AND BECOME OWNER OF SECURITY

The Company has the right and option, in case any loss is claimed under this policy by an insured owner of an indebtedness secured by mortgage or deed of trust, to pay such insured the indebtedness of the mortgagor or trustor under said mortgage or deed of trust, together with all costs which the Company is obligated hereunder to pay, in which case the Company shall become the owner of, and such insured shall at once assign and transfer to the Company, said mortgage or deed of trust and the indebtedness thereby secured, and such payment shall terminate all liability under this policy to such insured.

## 8. PAYMENT OF LOSS AND COSTS OF LITIGATION. INDORSEMENT OF PAYMENT ON POLICY

The Company will pay, in addition to any loss insured against by this policy, all costs imposed upon the insured in litigation carried on by the Company for the insured, and in litigation carried on by the insured with the written authorization of the Company, but not otherwise The liability of the Company under this policy shall in no case exceed in all, the actual loss of the insured and costs which the Company is obligated hereunder to pay, and in no case shall such total liability exceed the amount of this policy and said costs. All payments under this policy shall reduce the amount of the insurance pro tanto, and payment of loss or damage to an insured owner of indebtedness shall reduce to that extent, the liability of the Company to the insured owner of said land. No payment may be demanded by any insured without producing this policy for indorsement of such payment.

## 9. MANNER OF PAYMENT OF LOSS TO INSURED

Loss under this policy shall be payable, first, to any insured owner of indebtedness secured by mortgage or deed of trust shown in Schedule B, in order of priority therein shown, and if such ownership vests in more than one, payment shall be made ratably as their respective interests may appear, and thereafter any loss shall be payable to the other insured, and if more than one, then to such insured ratably as their respective interests may appear. If there be no such insured owner of indebtedness, any loss shall be payable to the insured, and if more than one, to such insured ratably as their respective interests may appear.

## 10. DEFINITION OF TERMS

The following terms when used in this policy mean:

(a) "named insured": the persons and corporations named as insured on page two of this policy;

(b) "the insured": such named insured together with (1) each successor in ownership of any indebtedness secured by any mortgage or deed of trust shown in Schedule B, the owner of which indebtedness is named herein as an insured, (2) any such owner or successor in ownership of any such indebtedness who acquires the land described in Schedule A or any part thereof, by lawful means in satisfaction of said indebtedness or any part thereof, (3) any governmental agency or instrumentality acquiring said land under an insurance contract or guarantee insuring or guaranteeing said indebtedness or any part thereof, and (4) any person or corporation deriving an estate or interest in said land as an heir or devisee of a named insured or by reason of the dissolution, merger, or consolidation of a corporate named insured;

(c) "land": the land or leasehold estate described specifically or by reference in Schedule A and improvements affixed thereto which by law constitute real property;

(d) "date": the exact day, hour and minute specified on the first line of Schedule A (unless the context clearly requires a different meaning);

(e) "public records": those public records which, under the recording laws, impart constructive notice of matters relating to said land.

## 11. WRITTEN INDORSEMENT REQUIRED TO CHANGE POLICY

No provision or condition of this policy can be waived or changed except by writing indorsed hereon or attached hereto signed by the President, a Vice President, the Secretary, or an Assistant Secretary of the Company.

## 12. NOTICES, WHERE SENT

All notices required to be given the Company and any statement in writing required to be furnished the Company shall be addressed to it at its home office.

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1959

SUBJECT:

To Forrest Cooper
Deputy State Highway Engineer

Office

I have examined the enclosed agreements and they appear satisfactory for the purpose of an allowance for materials delivered.

Attention is directed to paragraph 3 of the lease from [illegible] to [illegible] Brothers wherein it appears a lessor may stockpile gravel on the leased premises. The Resident Engineer should be cautioned not to remove any gravel belonging to the lessor.

RICHARD [illegible]. BEMIS
Staff Attorney

Cooper

Edward:

[illegible]

[illegible]

TITLE AND TRUST BUILDING

**Title and Trust**
COMPANY

321 S W FOURTH AVENUE
Phone CApital 8-1101
PORTLAND 4, OREGON

**Premium $**

# Policy of Title Insurance

**TITLE AND TRUST COMPANY**, a corporation, (incorporated under the laws of the State of Oregon), hereinafter called the Company, for a valuable consideration paid for this policy of title insurance, the number, date, and amount of which are shown in Schedule A, does hereby insure the parties named as Insured in Schedule A, together with the persons and corporations included in the definition of "the insured" as set forth in the stipulations of this policy, against loss or damage not exceeding the amount state in Schedule A which the insured shall sustain by reason of:

1. Title to the land described in Schedule A being vested, at the date hereof, otherwise than as herein stated; or
2. Unmarketability, at the date hereof, of the title to said land of any vestee named herein, unless such unmarketability exists because of defects, liens, encumbrances, or other matters shown or referred to in Schedule B; or
3. Any defect in, or lien or encumbrance on, said title existing at the date hereof, not shown or referred to in Schedule B; or
4. Any defect in the execution of any mortgage or deed of trust shown in Schedule B securing an indebtedness, the owner of which is insured by this policy, but only insofar as such defect affects the lien or charge of such mortgage or deed of trust upon said land; or
5. Priority, at the date hereof, over any such mortgage or deed of trust, of any lien or encumbrance upon said land, except as shown in Schedule B such mortgage or deed of trust being shown in the order of its priority.

all subject, however, to SCHEDULES A and B, and the STIPULATIONS herein, all of which schedules and stipulations are hereby made a part of this policy.

*In witness whereof*, **TITLE AND TRUST COMPANY** has caused its corporate name and seal to be hereunto affixed by its duly authorized officers, the day and hour set forth in SCHEDULE A hereof.

**TITLE AND TRUST COMPANY**

By

President.

Attest:

Secretary.

Asst. Secretary.

[illegible]
OREGON LAND TITLE ASSOCIATION
STANDARD COVERAGE POLICY

# SCHEDULE A

Amount $ [illegible] Date APRIL [illegible], 1956 At 8:00 A.M.

## INSURED

----- [illegible] and [illegible] ROGERS -----

----- [illegible] -----

----- [illegible] -----

The fee simple title to said land is, at the date hereof, vested in W. R. ROGERS and DONALD C ROGERS, doing business as [illegible] co-partnership, as tenants in partnership ----

The land referred to in this policy is described as

Part of Lot 48, [illegible] HOMES, in the County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at the intersection of the east line of said Lot 48, with the north line of that part of Lot 48 conveyed to the State of Oregon, by deed recorded in book [illegible], page [illegible], Deed Records; thence North along the east line of said Lot 48, a distance of 140 feet, more or less, to the south line of the presently traveled road, known as Barlow Road, thence westerly along the southerly line of said Barlow Road, 290 feet, more or less, to the west line of said Lot 48; thence South, along the west line of said Lot 48, a distance of 280 feet, more or less, to the north line of the aforesaid State of Oregon Tract; thence Northeasterly along said north line, 316 feet, more or less, to the point of beginning. -----

## SCHEDULE B

**This policy does not insure against loss by reason of the matters shown or referred to in this Schedule except to the extent that the owner of any mortgage or deed of trust is expressly insured in Paragraphs numbered 4 and 5 on page 1 of this policy.**

1. Easements, liens or incumbrances, including material or labor liens, which are not shown by the public records; mining claims; reservations in patents; water rights, claims or title to water.

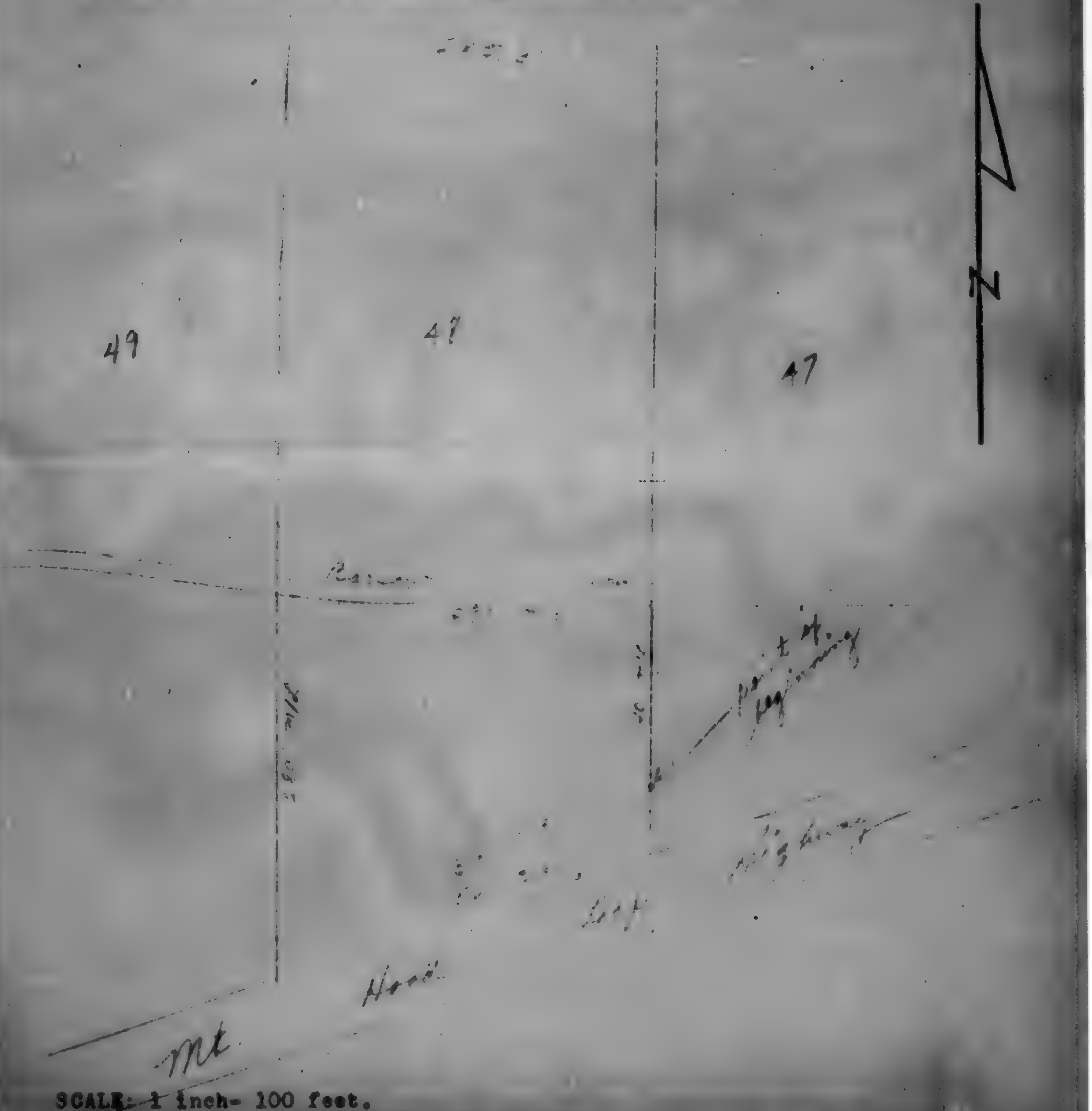
2. Rights or claims of persons in possession, or claiming to be in possession, not shown of record; any state of facts which an accurate survey and inspection of said land would show.

3. Assessments which are not shown as existing liens by the public records; taxes not yet payable; pending proceedings for vacating, opening or changing of streets or highways preceding entry of the ordinance or order therefor.

4. Any laws, governmental acts or regulations, including but not limited to zoning ordinances, restricting, regulating or prohibiting the occupancy, use or enjoyment of the land or any improvement thereon, or limiting the height of improvements, or prohibiting a reduction in the dimensions or area, or separation in ownership, of any lot or parcel of land; or the effect of any violation of any such restrictions, regulations or prohibitions.

5. Limitation of access to the re-located Mt. Hood Highway as relinquished to the State of Oregon by deed recorded in Book 527, page 316, Deed Records. -----

The sketch below is made solely for the purpose of assisting in locating said premises and the Company assumes no liability for variations, if any, in dimensions and location ascertained by actual survey.


49
47
47
N
Point of beginning
To Highway
Mt Hood

SCALE: 1 inch- 100 feet.
Part of Lot 48. ALDER CREEK SUMMER HOMES. B-56-059

# STIPULATIONS

## 1. SCOPE OF COVERAGE

This policy does not insure against and the Company will not be liable for loss or damage created by or arising out of any of the following: (a) defects, liens, claims, encumbrances, or other matters which result in no pecuniary loss to the insured; (b) defects, liens, encumbrances, or other matters created or occurring subsequent to the date hereof; (c) defects, liens, encumbrances, or other matters created or suffered by the insured claiming such loss or damage; or (d) defects, liens, claims, encumbrances or other matters existing at the date of this policy and known to the insured claiming such loss or damage, either at the date of this policy or at the date such insured claimant acquired an estate or interest insured by this policy, unless such defect, lien, claim, encumbrance or other matter shall have been disclosed to the Company in writing prior to the issuance of this policy or appeared at the date of this policy on the public records. Any rights or defenses of the Company against a named insured shall be equally available against any person or corporation who shall become an insured hereunder as successor of such named insured.

## 2. DEFENSE OF ACTIONS, NOTICE OF ACTIONS OR CLAIMS TO BE GIVEN BY THE INSURED

The Company at its own cost shall defend the insured in all litigation consisting of actions or proceedings against the insured, or defenses, restraining orders, or injunctions interposed against a foreclosure or sale of said land in satisfaction of any indebtedness, the owner of which is insured by this policy, which litigation is founded upon a defect, lien, encumbrance, or other matter insured against by this policy, and may pursue such litigation to final determination in the court of last resort. In case any such litigation shall become known to any insured, or in case knowledge shall come to any insured of any claim of title or interest which is adverse to the title as insured or which might cause loss or damage for which the Company shall or may be liable by virtue of this policy, such insured shall notify the Company thereof in writing. If such notice shall not be given to the Company at least five days before the appearance day in any such litigation, or if such insured shall not, in writing, promptly notify the Company of any defect, lien, encumbrance, or other matter insured against, or of any such adverse claim which shall come to the knowledge of such insured, in respect to which loss or damage is apprehended, then all liability of the Company as to each insured having such knowledge shall cease and terminate; provided, however, that failure to so notify the Company shall in no case prejudice the claim of any insured unless the Company shall be actually prejudiced by such failure. The Company shall have the right to institute and prosecute any action or proceeding or do any other act which, in its opinion, may be necessary or desirable to establish the title or any insured lien or charge, as insured. In all cases where this policy permits or requires the Company to prosecute or defend any action or proceeding, the insured shall secure to it in writing the right to so prosecute or defend such action or proceeding, and all appeals therein, and permit it to use, at its option, the name of the insured for such purpose. Whenever requested by the Company the insured shall assist the Company in any such action or proceeding in effecting settlement, securing evidence, obtaining witnesses, prosecuting or defending such action or proceeding, to such extent and in such manner as is deemed desirable by the Company and the Company shall reimburse the insured for any expense so incurred. The Company shall be subrogated to and be entitled to all costs and attorneys' fees incurred or expended by the Company, which may be recoverable by the insured in any litigation carried on by the Company on behalf of the insured. The word "knowledge" in this paragraph means actual knowledge and does not refer to constructive knowledge or notice which may be imputed by the public records.

## 3. NOTICE OF LOSS, LIMITATION OF ACTION

A statement in writing of any loss or damage for which it is claimed the Company is liable under this policy shall be furnished to the Company within sixty days after such loss or damage shall have been ascertained. No action or proceeding for the recovery of any such loss or damage shall be instituted or maintained against the Company until after full compliance by the insured with all the conditions imposed on the insured by this policy, nor unless commenced within twelve months after receipt by the Company of such written statement.

## 4. APPORTIONMENT OF LOSS

Whenever the Company shall be obligated to pay a loss under the terms of this policy to an insured owner, purchaser or lessee by reason of a defect in the title to a portion of the area insured herein, liability shall be limited to the proportion of the face amount of this policy which the value of the defective portion bears to the value of the whole at the time of the discovery of the defect.

## 5. OPTION TO PAY, SETTLE, OR COMPROMISE CLAIMS

The Company reserves the option to pay, settle or compromise for, or in the name of the insured, any claim insured against or to pay this policy in full at any time, and payment or tender of payment of the full amount of this policy, together with all accrued costs which the Company is obligated hereunder to pay, shall terminate all liability of the Company hereunder including all obligations of the Company with respect to any litigation pending and subsequent costs thereof.

## 6. SUBROGATION UPON PAYMENT OR SETTLEMENT

Whenever the Company shall have settled a claim under this policy, it shall be subrogated to and be entitled to all rights, securities, and remedies which the insured would have had against any person or property in respect to such claim, had this policy not been issued. If the payment does not cover the loss of the insured, the Company shall be subrogated to such rights, securities, and remedies in the proportion which said payment bears to the amount of said loss. In either event the insured shall transfer, or cause to be transferred, to the Company such rights, securities, and remedies, and shall permit the Company to use the name of the insured in any transaction or litigation involving such rights, securities or remedies.

## 7. OPTION TO PAY INSURED OWNER OF INDEBTEDNESS AND BECOME OWNER OF SECURITY

The Company has the right and option, in case any loss is claimed under this policy by an insured owner of an indebtedness secured by mortgage or deed of trust, to pay such insured the indebtedness of the mortgagor or trustor under said mortgage or deed of trust, together with all costs which the Company is obligated hereunder to pay, in which case the Company shall become the owner of, and such insured shall at once assign and transfer to the Company said mortgage or deed of trust and the indebtedness thereby secured, and such payment shall terminate all liability under this policy to such insured.

## 8. PAYMENT OF LOSS AND COSTS OF LITIGATION. INDORSEMENT OF PAYMENT ON POLICY

The Company will pay, in addition to any loss insured against by this policy, all costs imposed upon the insured in litigation carried on by the Company for the insured, and in litigation carried on by the insured with the written authorization of the Company, but not otherwise. The liability of the Company under this policy shall in no case exceed, in all, the actual loss of the insured and costs which the Company is obligated hereunder to pay; and in no case shall such total liability exceed the amount of this policy and said costs. All payments under this policy shall reduce the amount of the insurance pro tanto, and payment of loss or damage to an insured owner of indebtedness shall reduce, to that extent, the liability of the Company to the insured owner of said land. No payment may be demanded by any insured without producing this policy for indorsement of such payment.

## 9. MANNER OF PAYMENT OF LOSS TO INSUREDS

Loss under this policy shall be payable, first, to any insured owner of indebtedness secured by mortgage or deed of trust shown in Schedule B, in order of priority therein shown, and if such ownership vests in more than one, payment shall be made ratably as their respective interests may appear, and thereafter any loss shall be payable to the other insured, and if more than one, then to such insured ratably as their respective interests may appear. If there be no such insured owner of indebtedness, any loss shall be payable to the insured, and if more than one, to such insured ratably as their respective interests may appear.

## 10. DEFINITION OF TERMS

The following terms when used in this policy mean:

(a) "named insured": the persons and corporations named as insured on page two of this policy;

(b) "the insured": such named insured together with (1) each successor in ownership of any indebtedness secured by any mortgage or deed of trust shown in Schedule B, the owner of which indebtedness is named herein as an insured, (2) any such owner or successor in ownership of any such indebtedness who acquires the land described in Schedule A or any part thereof, by lawful means in satisfaction of said indebtedness or any part thereof, (3) any governmental agency or instrumentality acquiring said land under an insurance contract or guarantee insuring or guaranteeing said indebtedness or any part thereof, and (4) any person or corporation deriving an estate or interest in said land as an heir or devisee of a named insured or by reason of the dissolution, merger, or consolidation of a corporate named insured;

(c) "land": the land or leasehold estate described specifically or by reference in Schedule A and improvements affixed thereto which by law constitute real property;

(d) "date": the exact day, hour and minute specified on the first line of Schedule A (unless the context clearly requires a different meaning);

(e) "public records": those public records which, under the recording laws, impart constructive notice of matters relating to said land.

## 11. WRITTEN INDORSEMENT REQUIRED TO CHANGE POLICY

No provision or condition of this policy can be waived or changed except by writing indorsed hereon or attached hereto signed by the President, a Vice President, the Secretary, or an Assistant Secretary of the Company.

## 12. NOTICES, WHERE SENT

All notices required to be given the Company and any statement in writing required to be furnished the Company shall be addressed to it at its home office.

RECEIVED
NOV 21 1958
FOR FILING

*file*

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

F-156 (6)

Forrest

November 19, 1958

~~Mr. G. G. Polk~~
~~Division Engineer~~
~~Bureau of Public Roads~~
~~State Highway Building~~
~~Salem, Oregon~~

Re: Sandy-Alder Creek project
Mount Hood Highway
Contract No. 5057

Dear Sir:

We have a request from Rogers Construction Company, contractor on the above project, for a change in size for the crushed rock bottom course base material from 2½"-0, as specified in the special provisions, to 1½"-0.

You will recall that our specifications allow latitude in which the contractor can crush 2½"-0, 2"-0, or 1½"-0 (at his option) when crushing gravel; however, such option was not allowed in crushed rock. Since the contract was let, this situation has been corrected so that the contractor can crush any of these sizes at his option.

It is believed that the furnishing of 1½"-0 material will be advantageous to the State, inasmuch as the proportion of fines to coarse is greater. It is thought that this will reflect in the use of top course base as less of the 3/4"-0 material will be necessary to key up the bottom course material. The proposal by the contractor contemplates the furnishing of this material at the same price bid for the 2½"-0, which was $2.00 per cubic yard. It is thought that on this particular job there is considerable advantage in the use of the smaller size material and we, therefore, ask your concurrence in making this change.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOV 20 1958

Forrest Cooper
Deputy State Highway Engineer

11-21-58

I concur
G G Polk

RECEIVED
NOV 21 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED FORM E-30 25M 9-51 92319

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 29, 1958

5057

**SUBJECT:** Sandy-Alder Creek Section
Mt. Hood Highway
Contract No. 5057

**To:**

Mr. P. M. Stephenson
Assistant State Highway Engineer
Office

213

Herewith a copy of the report by the Division Office on the complaint of Miss Deloris Meyers regarding signing throughout this project.

The Division has investigated Miss Meyers allegations and finds that certain supplementary signing was needed. This has been taken care of.

We have found that the road is kept well bladed. Therefore, the additional signs and barricades should remove Miss Meyers' cause for complaint.

Tom Edwards
Construction Engineer

By

L. H. Young

L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

NOTED
P. M. STEPHENSON

RECEIVED
SEP 29 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 8-57—6363

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 25, 1958

SUBJECT: Sandy-Alder Creek Section
Mt. Hood Highway
Contract 5057 - Prefix 3-1068

To:
Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attention: Mr. L. H. Young

Reference is made to your 'phone call of September 23rd regarding a complaint from Miss Delores Meyers, School Teacher at the "Tereban" Elementary School. Miss Meyers apparently was complaining of chuck holes and signing on the above subject project.

We have attempted to locate the above mentioned school and find there is no such school in Clackamas County. It is noted that there is a town of Terrebonne south of Madras, and it is our thought that possibly the project in question may be confused with the Mt. Hood project under the supervision of the Bureau of Public Roads, since we have had a few inquiries directed to this office about conditions on the Mt. Hood project.

However, in compliance with your request both Mr. Skelton and myself made an inspection of the Sandy-Alder Creek project on Tuesday, September 23rd and report the following:

The contractor is working on the westerly end of the project, placing base rock and in doing so is shifting traffic from one side of the grade to the other as work progresses. The area used by the travelling public is bladed daily and appeared to us to be in good shape. There was, however, need for additional warning signs at these locations, especially for night travel and the contractor was requested by Resident Engineer Scofield to furnish additional warning signs and additional barricades. These have been furnished and installed. In compliance with Mr. Edwards recent request, the travelled portions of the road which will be used during the winter will be clearly marked with sight posts upon the completion of his work this season.

Original Signed by A. E. Johnson

A. E. JOHNSON
Assistant Division Engineer

AEJ:ds

cc: Willard Scofield

CONSTRUCTION DIVISION
RECEIVED
SEP 26 1958
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

RECEIVED
SEP 22 1958
FOR FILING

September 19, 1958

Miss Deloris Meyers
Terrebonne Elementary School
Terrebonne, Oregon

Dear Miss Meyers:

The portion of your letter of September 16 in regard to the improvement of the signing for construction work, detours, et cetera, on US26 between Mount Hood and Sandy, is being referred to our Construction Division for appropriate action.

That part of your letter in regard to the center-line striping between Sandy and Gresham was referred to our Sign Department, which informs me that there is considerable pavement patching being performed on this section of highway. As soon as this patching is completed the center-line stripe will be repainted.

Thank you very much for calling these situations to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

Dollwin Apts. #4
Redmond, Oregon
September 16, 1958

Oregon Highway Comission
Salem, Oregon

Gentlemen:

I am writing in regards to the construction work being done on U.S. 26 between Mt. Hood & Sandy. Having made a round-trip this past weekend September 12-14 I found the road very poorly marked as to when one would hit rough road, detours & to where, or sudden rises or holes. I personally stopped to help a woman who had damaged a wheel & tire on a sudden hole.

Would it be possible for the company doing this work to put better & more signs up — for the safety of the drivers who drive this road? It would be greatly appreciated - I'm sure.

REFERRED TO
Stephenson
BY DEPUTY STATE HIGHWAY ENGINEER

Can you get the answers?

Also I found the road from Sandy to Gresham poorly marked in regards to the center line. This was especially hazarious as it was raining very hard making it very difficult to drive. A line of somekind would prevent accidents and made for more enjoyable & safe.

Respectfully yours,

Miss Deloris Meyers
Terrebonne Elementary Teache
Terrebonne, Oregon.

A

5057

RECEIVED
AUG 13 1958
FOR FILING

F-156 (6)

5057

Salem, Oregon
August 4, 1958

RW-18484

Agenda Item 1-B-5e

File No. 25566 - Anderson
Sandy-Alder Creek Section
Mt. Hood Highway
Clackamas County

Mr. R. L. Porter
Right of Way Engineer
Office

Attention: Walter T. Wright
Ass't. Right of Way Engineer

Attached for further handling are two fully executed copies of an Indenture of Access to the Olrik T. Anderson property on the Sandy-Alder Creek Section of the Mt. Hood Highway in Clackamas County.

A conformed copy of the above Indenture has been retained in this office.

Secretary

rn
Attach; 2

RECEIVED
JUN 13 1958
FOR FILING

[illegible]

5057

June 13, 1958

Oregon State Highway Commission

Gentlemen:

Construction has recently started on that section of the Mt. Hood Highway between Sandy and the Alder Creek Bridge. On June 13, 1958, 35-mile-per-hour construction-speed-zone signs were installed. Your confirmation is requested for the establishment of a 35-mile-per-hour construction speed zone between M.P. 25.06 and M.P. 31.04 on the Mt. Hood Highway, No. 26, US26.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. G. S. Paxson
Mr. F. B. Crandall

VPJ:kg:gm

RECEIVED
JUN 5 1958
FOR FILING

F-156 (6)

3751

June 4, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering removal of rubble masonry porch on the Sandy-Alder Creek Section of the Mt. Hood Highway in Clackamas County, Contract No. 5057, in connection with Federal Aid Project No. F-156(6).

It is necessary to remove the rubble masonry porch of the cafe owned by Arthur W. and Naomi A. Clyde to the right of way line to allow for sloping and rounding the cutbank. The porch roof and supports have been revised by the owners. They were not required to remove the porch nor was the removal included in the contract or specifications.

Copies of a sketch showing the property in relation to the right of way are attached.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Asst. State Highway Engineer

DBP:mfh
Encl.

RECEIVED
MAY 28 1958
FOR FILING

F-156(6)

5057

May 26, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering clearing, surfacing and paving Swiss Chalet parking area on the Sandy-Alder Creek Section of the Mt. Hood Highway in Clackamas County, Contract No. 5057, in connection with Federal Aid Project No. F-156(6).

The original parking area for the Swiss Chalet was destroyed by construction. In accordance with right of way option file No. 25547 an area 60' x 110' is to be cleared, graded, surfaced and paved for parking for the Chalet. Clearing, grubbing, and grading are covered by this order and the surfacing and paving ~~is~~ are to be under contract items.

Approval of this order as a right of way item in accordance with the option is requested. Copies of the sketch showing location of the work are attached.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:cr

RECEIVED
MAY [illegible] 1958
FOR FILING

F-156 [illegible]

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1958

SUBJECT:

To:

Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

The subcontract between Rogers Construction Company and the Central Heating Company, Ltd. covering Items 37 to 45 inclusive on the Sandy-Alder Creek Contract, No. 5057, is approved and you may so inform the interested parties.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmh

cc: Forrest Cooper
C. G. Polk (2)

Note: This is the first subcontract on this project amounting to $405,405.25 or 23.8%

RECEIVED
MAY 9 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 18 1958
FOR FILING

5857

2/27/58
4-R

April 16, 1958

Mr. Frank Rehberg
City Recorder
City of Sandy
Sandy, Oregon

Dear Mr. Rehberg:

It is my understanding that you have previously been informed of the action that was taken by the State Highway Commission relative to a solution of the problem that has arisen concerning the City's water system necessitated by construction of the highway through your city. This letter, therefore, is simply to confirm the information.

This matter was brought to the attention of the State Highway Commission at a recent meeting, at which time the Engineer reported a compromised solution of the problem. He recommended to the Commission the replacement of the old four-inch and six-inch mains with the exception of the approximate one mile section on the easterly end of the pipe line where usage is so nominal that its replacement does not seem to be justified at the present time, such work to be done at State expense. The City in turn would then assume all obligations for the eight-inch supply line and the approximate one mile section of the four-inch line mentioned above which has a small usage. He estimated the cost to the State on the above arrangement at approximately $30,000. The Highway Commission unanimously adopted the Engineer's recommendation.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

FORM E-30X—37,800—8-56—96655

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1958

SUBJECT: Sandy water system

To: Mr. C. G. Swenson

NOTED
W. C. WILLIAMS

At a conference with the City Council of Sandy today, Mr. Williams agreed to present to the Highway Commission the following schedule of work in connection with the existing Sandy water system.

1. Without cost to the City, the State would replace the entire 6" line from Main Street which is at approximately Station 8+50 to a point where the new highway diverges from the existing road at approximately Station 33+50, using new 6" pipe laid on the south side of the new highway and extending the existing services to connect with this new line. The City is to advise later whether they want to substitute 8" pipe for this line, the difference in cost between the 8" pipe and 6" pipe to be borne by the City.

2. Replace all 4" line from Main Street (Station 8+50) to "Shorty's Corner" at Station 103+50, except in that section from approximately Station 34 to Station 55 where the new highway is on new alignment, and make connections to all existing services.

3. Replace such portion of the 4" line east of Station 103+50 where our new finish grade is 8 feet or more above the present grade and where the existing pipe is under the pavement. Where the pipe is in the shoulder of the road and at least 2 feet from the pavement edge, we would not replace. In estimating these lengths, judgment will have to be used where such sections are rather short and where it might be better to replace the entire length rather than make two new connections. From the profile it appears that there are two sections where the fill is quite deep, being from Station 121 to Station 127 and Station 210 to Station 217.

4. On the sections of 4" pipe east of Station 103+50 which are left in place under the pavement, we would place a 4" stub out to the toe of embankment at intervals of approximately 1,000 feet. These stubs would be capped but left available so that 1000-foot sections around any pipe failure could be replaced by the City when such failures occur.

The present line has air bleeders at all points where the grade changes. Where these occur under our pavement or embankments, they are to be extended outside the area so that they will function.

I am attaching a print of the plans on which the location of the pipe line is shown. Will you please check with construction and get an estimate of the cost to the State of handling the project in this manner.

G. S. Paxson

GSP:gm
Attach.
cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. Tom Edwards

RECEIVED
APR 25 1958
FOR FILING

[illegible]

[illegible]

MISC. CONTRACTS and
AGREEMENTS No. 1956

Salem, Oregon
April 2, 1958

Agenda Item 5-m

Throughway Agreement
Sandy-Alder Creek Section
Mt. Hood Highway
City of Sandy

Mr. C. G. Swenson
City & County Relations Dept., Engr.
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached are two copies, one partially signed and one conformed, of a throughway agreement with the City of Sandy covering the Sandy-Alder Creek Section of the Mt. Hood Highway in City of Sandy.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Sandy, Oregon.

Secretary

rn
Attach: 2

REFERRED TO [illegible]
BY SECRETARY

To file

RECEIVED
MAR 21 1958

FOR FILING

[illegible]

5057

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 19th, 1958

SUBJECT:

To: Forrest Cooper
Deputy State Highway Engineer
Salem, Oregon

Under date of February 21, 1958 you wrote forwarding a letter from Mrs. Zeryl L. Silver regarding rumors about their water supply. Resident Engineer Scofield has contacted Mrs. Silvet, and you will note from his report that she has been assured that they would not lose their present source of water, and also that the relocation of the main would be taken care of by the Highway Department.

A. G. Skelton
A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: W. J. Scofield

NOTED
FORREST COOPER

RECEIVED
MAR 20 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 24 1958
FOR FILING

February 21, 1958

Mrs. Zeryl L. Silver
Route 2, Box 52
Sandy, Oregon

Dear Mrs. Silver:

This will acknowledge your letter of February 18 re the water supply for your property located on the Mt. Hood Loop easterly of Sandy. I do not quite understand what you have in mind; therefore, I believe that the best way to resolve this matter would be for us to have our Division Engineer or someone from his office discuss the problem with you on the ground. I am issuing instructions that you be contacted in the immediate future to determine just what the problem, if any, is.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:me

Rt. 2, Bx. 52
Sandy, Oregon
Febr. 18, 1958

State Highway Comm.,
Salem, Oregon

Dear Sirs:

We are one of the property owners on the new highway construction to begin in near future from Sandy on up the Loop Highway several miles. We sold 32 hundreds of an acre to the Highway commission for $1100 plus $100. for moving fence, etc. At the time we made the deal with your appraisor, he assured us that that would include the taking care of all our utility companies, and services. Now, we hear reports that we may lose our only water supply for our home and family. We hear that we might even have to buy the pipe line belonging to the City of Sandy, and pay to have it moved. How many of us poor laboring class of people that afford financially to do what the City of Sandy, reportedly, is unable to do financially? I assure you that we would not of and could not of sold our property for any ways near that figure if we had known it would jeoperdize our water supply, as you know it costs very near $2000.00 to put down a good well, electric pump, etc. in order to get connected to a well.

I would certainly appreciate hearing just what the state has to say regarding this matter, instead of rumors of from bad to worse. Are we going to be a bunch of desperate citizens?

Thanking you for kind and prompt reply, I am

Respectfully

Mrs. Zeryl L. Silver

Copy to City of Sandy.

RECEIVED
FEB 19 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

RECEIVED
[illegible]
FOR FILING

F 156(6)

5057 08-35

February 26, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-156(6)
Sandy-Alder Creek Section,
Mt. Hood Highway, Order for
State Force Work, Seeding and
Mulching - Estimated Total Cost
$10,000 - Federal Funds $6,000

Dear Sir:

Your letter of February 17, 1958 requested approval of State Force Account Work in connection with subject project. The State proposes to use its own forces in the performance of seeding and mulching.

As the contractor is neither properly equipped nor staffed to perform this type of work while the State has trained crews and special equipment to perform the work most economically and, also, because the amount of work is too small to warrant a separate contract, we are approving the use of State force as being in the public interest.

Very truly yours,

C. G. Polk
Division Engineer

By:

E. H. Cowan
Acting Division Engineer

NOTED
FORREST COOPER

Orig. to SHP

FORM 830—50M—2-57—1476

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1958

**SUBJECT:** City of Sandy Water System Revision

To: Mr. G. S. Paxson
OFFICE

As per your request, attached is an estimate of cost to revise the city of Sandy's water system in conformance with the schedule set forth in your letter with one exception. Between Station 222 and Station 238 the existing pipe has such a small amount of cover that running construction equipment over this pipe would no doubt rupture it so replacement of this section is included in the estimate.

In addition to the cost set forth in the attached estimate there is approximately 800 lineal feet of 8-inch main which must be lowered. The estimated cost of this work is $1,200.

The quantities in this estimate were obtained from Willard Scofield, Resident Engineer. Prices were checked by the Cost Analyst section.

C. G. Swenson
C. G. Swenson
Engineer, County and City Relations

CGS:mm
Att.

cc: Mr. Willard Scofield

NOTED
G. S. PAXSON

WATER SYSTEM,
CITY OF SANDY

2/24/58

| | Stations | Quantity | @ | Total |
|---|---|---|---|---|
| Replace 6" pipe | 0 to 34+00 | 3400 l.f. | $3.00 | $10,200.00 |
| Replace 4" pipe | 66 to 103+50<br>119 to 140+00<br>158 to 163+00<br>186 to 187+00<br>209 to 218+00<br>222 to 238 | 9000 l.f.<br>(Shallow cover over existing pipe) | $2.30 | 21,600.00 |
| Service connections | -- | 50 each | $50.00 | 2,500.00 |
| Air valve stubs, moving meters, revision of services, etc. | | | | 3,400.00 |
| | | | | $37,700.00 |

HCA:CGS:mm

RECEIVED
FEB 20 1958
FOR FILING

| |
|---|
| F-15[illegible] |
| |
| 5057 |

February 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. [illegible] covering seeding and mulching on the Sandy-Alder Creek Section of the Mt. Hood Highway in Clackamas County, Contract No. 5057, in connection with Federal Aid Project No. F-156(6).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. No other contractor in the area has the special equipment necessary to do the work, and it is therefor to be done by state forces. The state has the special equipment, operated by experienced crews.

The total estimated amount of the order is $10,000, with federal participation of $6,000.

Your approval of this order at agreed unit prices under the provisions of PPM-21-6.3 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

RECEIVED

FOR FILING

[illegible]

5057

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 18, 1958

SUBJECT: Sandy-Alder Creek Section
Mt. Hood Highway
Contract No. 5057

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

Attention Mr. A. E. Johnson

Herewith a copy of a letter setting forth various points of agreement between Mr. Williams and the City of Sandy regarding the revision of their water system to accommodate our reconstruction on the subject named job.

Please use this as your guide in the revision of the system and submit a new estimate of cost covering the work contemplated. I am handing a copy of this to one of Resident Engineer Scofield's men this date.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

cc Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
FEB 18 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 13 1958

FOR FILING

[illegible]

[illegible]

February 12, 1958

Oregon State Highway Commission:

Gentlemen:

For the past several months we have been attempting to work out a solution with the City of Sandy relative to its city-owned water system. There are about three miles of four- and six-inch water mains under the pavement of the existing road or within the right of way in such manner that it would be under the pavement of the new highway. There is also an approximate two miles of eight-inch main supply line.

The four-inch and six-inch lines are from 20 to 25 years old and cannot be considered to have much more life expectancy. If we were to pave the new road over these old pipes the resulting breakage would be very inimical to highway traffic and at the same time exceedingly expensive to replace. The eight-inch supply line is only a few years old and probably has a life expectancy of 20 to 25 years, so it is not so vital.

The City of Sandy, like most small cities, has no money [redacted] or replace its water line, which occupies the right of way by [redacted] have, however, affected a compromise wherein I have advised the [redacted] I would recommend to the Commission that at State expense we would replace the old four- and six-inch mains with the exception of approximately one mile on the easterly end of the pipe line where the usage of the line is so nominal that its replacement hardly seems justified. The City in turn would then assume all obligations for the eight-inch supply line and the approximately one-mile section of the four-inch line which has small usage.

It is estimated that it will cost approximately $35,000 for the State's portion of the work, but it is not logical to leave this old pipe under the new highway. The City, as stated above, has no money and, in fact, we have been confronted with similar situations practically every time we encounter a publicly owned water system. On the basis that I believe it would be to the best interests of the State Highway Department and the City of Sandy, I recommend your approval of the above-outlined plan.

The matter will be on the agenda.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hd
cc Mr. G. S. Paxson
Mr. C. G. Swenson

RECEIVED
FEB 17 1958
FOR FILING

Salem, Oregon
February 14, 1958

Sandy water system

Mr. C. G. Swenson

At a conference with the City Council of Sandy today, Mr. Williams agreed to present to the Highway Commission the following schedule of work in connection with the existing Sandy water system.

1. Without cost to the City, the State would replace the entire 6" line from Main Street which is at approximately Station 8+50 to a point where the new highway diverges from the existing road at approximately Station 33+50, using new 6" pipe laid on the south side of the new highway and extending the existing services to connect with this new line. The City is to advise later whether they want to substitute 8" pipe for this line, the difference in cost between the 8" pipe and 6" pipe to be borne by the City.

2. Replace all 4" line from Main Street (Station 8+50) to "Shorty's Corner" at Station 103+50, except in that section from approximately Station 34 to Station 55 where the new highway is on new alignment, and make connections to all existing services.

3. Replace such portion of the 4" line east of Station 103+50 where our new finish grade is 8 feet or more above the present grade and where the existing pipe is under the pavement. Where the pipe is in the shoulder of the road and at least 2 feet from the pavement edge, we would not replace. In estimating these lengths, judgment will have to be used where such sections are rather short and where it might be better to replace the entire length rather than make two new connections. From the profile it appears that there are two sections where the fill is quite deep, being from Station 121 to Station 127 and Station 210 to Station 217.

4. On the sections of 4" pipe east of Station 103+50 which are left in place under the pavement, we would place a 4" stub out to the toe of embankment at intervals of approximately 1,000 feet. These stubs would be capped but left available so that 1000-foot sections around any pipe failure could be replaced by the City when such failures occur.

The present line has air bleeders at all points where the grade changes. Where these occur under our pavement or embankments, they are to be extended outside the area so that they will function.

I am attaching a print of the plans on which the location of the pipe line is shown. Will you please check with construction and get an estimate of the cost to the State of handling the project in this manner.

G. S. Paxson

GSP:gm
Attach.
cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. Tom Edwards

RECEIVED
JAN 31 1958
FOR FILING

5057

January 30, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of January 13, 1958, regarding Order for Extra Work No. 2 on Contract No. 5057, Sandy-Alder Creek Section of the Mt. Hood Highway in Clackamas County, Oregon Project F-156(6).

Due to circumstances in connection with work under this order, our request for Federal participation in its connection is hereby withdrawn. Please return the copies of the order.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

RECEIVED
DEC 31 1957
FOR FILING

F156(6)

5057

December 26, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering revision of water lines on the Sandy-Alder Creek Section of the Mount Hood Highway in Clackamas County, Contract No. 5057, in connection with Federal Aid Project No. F-156(6).

This work is necessary to adjust and replace water lines as called for by the construction plans. These lines must be lowered below the highway subgrade to clear construction.

Your approval of this order as a construction item is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

#5000
#1000

Sandy
Alder Cr

Enclosures

DBP:lmr

A

RECEIVED
DEC 13 1957
FOR FILING

FORM 830—12½M—8-55—68209
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[illegible]

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
December 13, 1957

**SUBJECT:** Alder Creek Water Company
Construction Plans
Sandy-Alder Creek Unit
Sandy-Forest Boundary Section
Mt. Hood Highway

To: Tom Edwards
Construction Engineer

OFFICE

Pursuant to a letter written by Mr. G. S. Paxson to Leonard I. Lindas on October 30, 1957, I wrote to Mr. Glenn R. Jack, attorney for a Mr. Cornwell, owner of the Alder Creek Water Company, a copy of which was forwarded to your office on November 14, 1957, notifying him that while our Engineering Department would not relocate his client's water main, they would, prior to final construction, relocate the turn-off valves which serve the various properties from his client's main. It was suggested to him that these turn-off valves be relocated and placed on the user's private property adjacent to the highway, rather than inside the new right of way. We further asked him to obtain written permission from the various property owners for permission to locate the valves on their private property.

In addition, we advised Mr. Jack that some of the leadin pipes might be ruptured during the relocation of the valves and requested his client to either furnish replacement pipe or reimburse the State for the cost of any new pipe that might be used. At the same time, we requested his client to relocate a one or a one and a half inch pipe which was located on a wooden frame across Alder Creek near where we plan to construct the new bridge. With respect to this latter item, Mr. R. L. Porter telephoned the Portland office and arranged to have one of our engineers meet with Mr. Cornwell on November 26th for the purpose of determining the new location for the above mentioned pipe across Alder Creek.

On November 20th, Mr. Jack replied to my letter and for your information, I am enclosing a copy thereof.

Inasmuch as, apparently, all of the leadin pipes are owned by the property owners, it would appear to be virtually impossible at this time, to attempt to recover the cost of replacing any sections of pipe that might be ruptured from them. It would also be unfair to collect from some of these parties and not others. Mr. Lindas, therefore,

NOTED
G. S. PA

has requested me to inform you that insofar as the Legal Department is concerned, it would probably be best for the Highway Department at its sole expense, to relocate the turn-off valves and place them on the user's property, wherever possible. The area around where these valves are relocated should be cleaned up after the installation is made.

I assume that Mr. Gornwell's pipe line across Alder Creek has been taken care of by him, but if not, I am sure he will be willing to relocate the same as soon as he is notified just where we wish him to place it.

If I can be of any further assistance on this matter, please notify me.

FRANK C. McKINNEY
Chief, Office Section

FCM:mmb
Enc.
cc: Forrest Cooper
G. S. Paxson ✓
Leonard I. Lindas
R. L. Porter

RECEIVED
DEC 13 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 230—50M—9-56—36654

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 29, 1957

SUBJECT: Alder Creek Water System,
Sandy-Alder Creek Section,
Mt. Hood Highway

To: Mr. G. S. Paxson
Asst. State Highway Engineer
State Highway Department
Salem, Oregon

Under date of October 9th, 1957 you wrote concerning a minor controversy with the owners of the water system near the Alder Creek Bridge on the Sandy-Alder Creek Section of the Mt. Hood Highway. You also enclosed a print from their attorney concerning the location of certain valves, and asked that we advise if these valves were located on the right of way which we owned prior to the beginning of the project or upon right of way which we have acquired after the valves were installed.

Mr. Scofield has made a complete investigation of this water system and his report of October 23rd, 1957 is attached. I am also enclosing Sheet #17 of the Sandy-Alder Creek Section, on which Mr. Scofield has indicated the location of the water lines and valves. I believe that the information you requested is shown on this map.

A. G. Skelton
A. G. SKELTON,
Division Engineer

AGS/bd
encs.
cc: Willard Scofield

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OCT 30 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

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FOR FILING

F-156(6)

5057

December 11, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the state's share of flagging costs on the Sandy-Alder Creek Section of the Mt. Hood Highway in Clackamas County, Contract No. 5057, in connection with Federal Aid Project No. F-156(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DB:cr

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FORM E-30X—37,500—8-56—96685

F-15[illegible]

57

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 26, 1957

SUBJECT: Sandy-Alder Creek Section
Mt. Hood Highway
Contract No. 5057

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

In the interest of coordination of the various activities connected with the construction of the subject named job and the Alder Creek Bridge job, which is to be let in the near future, it has been determined that the best split between the two projects would be at Station 448. Mr. Virgil O'Neil has discussed this with the resident engineer, and Mr. MacInroe (representing the contractor). Mr. MacInroe is agreeable to cutting the work back to this station and will give us a letter to this effect. In this connection, I wish to point out that the 18-inch concrete pipe to be located at Station 448 should be installed by Rogers. The Alder Creek Bridge contract is being extended back to this point and the material that is shown hauled west on Contract No. 5057 will be hauled east under the bridge contract.

Will you please have the resident engineer obtain the suitable letter from Mr. MacInroe assenting to this action.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

cc Forrest Cooper ✓
S. H. Probert
P. M. Stephenson

FORREST COOPER

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OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

5057

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 26, 1957

SUBJECT: Sandy-Alder Creek Section
Mt. Hood Highway
Contract No. 5057

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

We have been unable to resolve the matter of the moving of the water lines belonging to the City of Sandy to the City's complete satisfaction and they are, therefore, playing "freeze out" with us. It is expected that they will refuse to move even those portions of the water line which are in direct conflict with the construction. Field information originally furnished us indicated that the following work was required:

Readjust approximately 60 meters or lower services on the project. These are estimated to cost about $40 each to adjust. Water mains are involved in the following locations:

| | |
|---|---|
| Stations 159+50 - 162+50 | 300 feet - 4-inch pipe to lower |
| Stations 185+50 - 186+50 | 100 feet - 4-inch pipe to lower |
| Stations 207+00 - 208+00 | 100 feet - 4-inch pipe to lower |
| Total, 4-inch pipe | 500 feet |

| | |
|---|---|
| Stations 185+00 - 186+00 | 100 feet - 8-inch pipe to lower (Channel Change) |
| Stations 204+50 - 207+50 | 300 feet - 8-inch pipe to lower |
| Total, 8-inch pipe | 400 feet |

In view of the City's uncooperative attitude and in the interest of permitting the work to go forward, we will do this work of lowering by force account with contractor's forces. Will you please prepare an extra work order covering this work. The above contemplates that we will only lower those lines that actually have direct conflict with the construction work and extend or lower those services and meters with necessary connections wherever encountered. The original estimate for doing the above work was $3,000.

To W.C.W.

The above work should be done with extreme care so as to cause the very least disruption possible to the water facilities. Mr. Baker has advised me that most of this line can be lowered in place without disconnecting it. I believe that he has discussed this with Willard Scofield.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

cc Forrest Cooper ✓
Leonard I. Lindas
C. G. Swenson

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STATE HIGHWAY ENGINEER

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FORM E30—50M—2-57—1476

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5057

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 26, 1957

**SUBJECT:** Change of water mains in and near the city of Sandy

To: Mr. Forrest Cooper
OFFICE

5057

At a special Council meeting on November 18, 1957, the City Council of Sandy again refused to sign the throughway agreement. It is the feeling of the city that maintenance of and making connections to the 4-inch and 6-inch service lines which would be under the new pavement would be so expensive that they would be unable to bear this cost.

Our legal division is of the opinion that no construction agreement with the city is required in this case.

The State may exercise the rights retained under the pipe line permits issued to the city. Briefly, these permits state that if at any time in the judgment of the State Highway Commission this pipe line is detrimental to the reconstruction of the highway the applicant may be so notified and must conform promptly to the requirements of the State Highway Commission.

C G Swenson
C. G. Swenson
Engineer, County and City Relations

CGS:mm

REFERRED TO
Williams
BY DEPUTY STATE HIGHWAY ENGINEER

Copy to Mr Edwards

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STATE HIGHWAY ENGINEER

Forrest — file

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COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 14, 1957

Mr. Glenn R. Jack
Attorney at Law
Smith Building
704 Main Street
Oregon City, Oregon

Re: Alder Creek Water Company
Construction Plans
Sandy-Alder Creek Unit
Sandy-Forest Boundary Section
Mt. Hood Highway

Dear Mr. Jack:

Mr. Leonard I. Lindas has requested me to furnish you with the information which we have now received from our engineers with respect to our construction plans on the above mentioned section of highway including the water main owned by your client.

We have been advised by our Engineering Department that while they will not relocate the water main owned by your client, they will, prior to the final construction, relocate the turnoff valves which serve the various properties from your client's main, and which are now in the new right of way.

The engineers have requested us to obtain from your client written permission from the various property owners whose lines will be affected, so that when they relocate the valves they can be placed upon the users' private property, adjacent to the highway, rather than inside the new right of way. These would not have to be easements, but just some type of written consent permitting the engineers to temporarily trespass for the purpose of re-establishing the turnoff valves. I might add that to relocate and replace the necessary valves, complete the plumbing and digging, it will cost the State approximately $500.00. This work and expense will be borne by the State.

We have been advised, however, that some of the leadin pipes from the water main to the properties are in very bad condition and it is conceivable that when we attempt to either remove the present valves or install new ones, that some of the leadin pipes may rupture. It is our belief that if we are required to replace any sections in the leadin pipes with new pipe, when relocating the valves, that your client should either furnish the replacement pipe or reimburse the State the cost of any new pipe that may be used.

I have also been requested to advise you that your client apparently has a one inch or one and a half inch pipe located on a

NOTED
FORREST COOPER

wooden framework across Alder Creek where we plan to construct the new bridge and that, unless your client relocates this pipe, it will probably be damaged when the bridge abutments are constructed. It is my understanding that the cost of relocating this pipe would be nominal Our engineers have requested us to prevail upon you to have your client relocate this small section as soon as possible so construction work can begin on the bridge and abutments.

Yours very truly,

FRANK C. McKINNEY
Chief, Office Section

FCMcK:ma

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. G. S. Paxson
Mr. Leonard I. Lindas

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NOV 14 1957
OFFICE OF
STATE HIGHWAY ENGINEER

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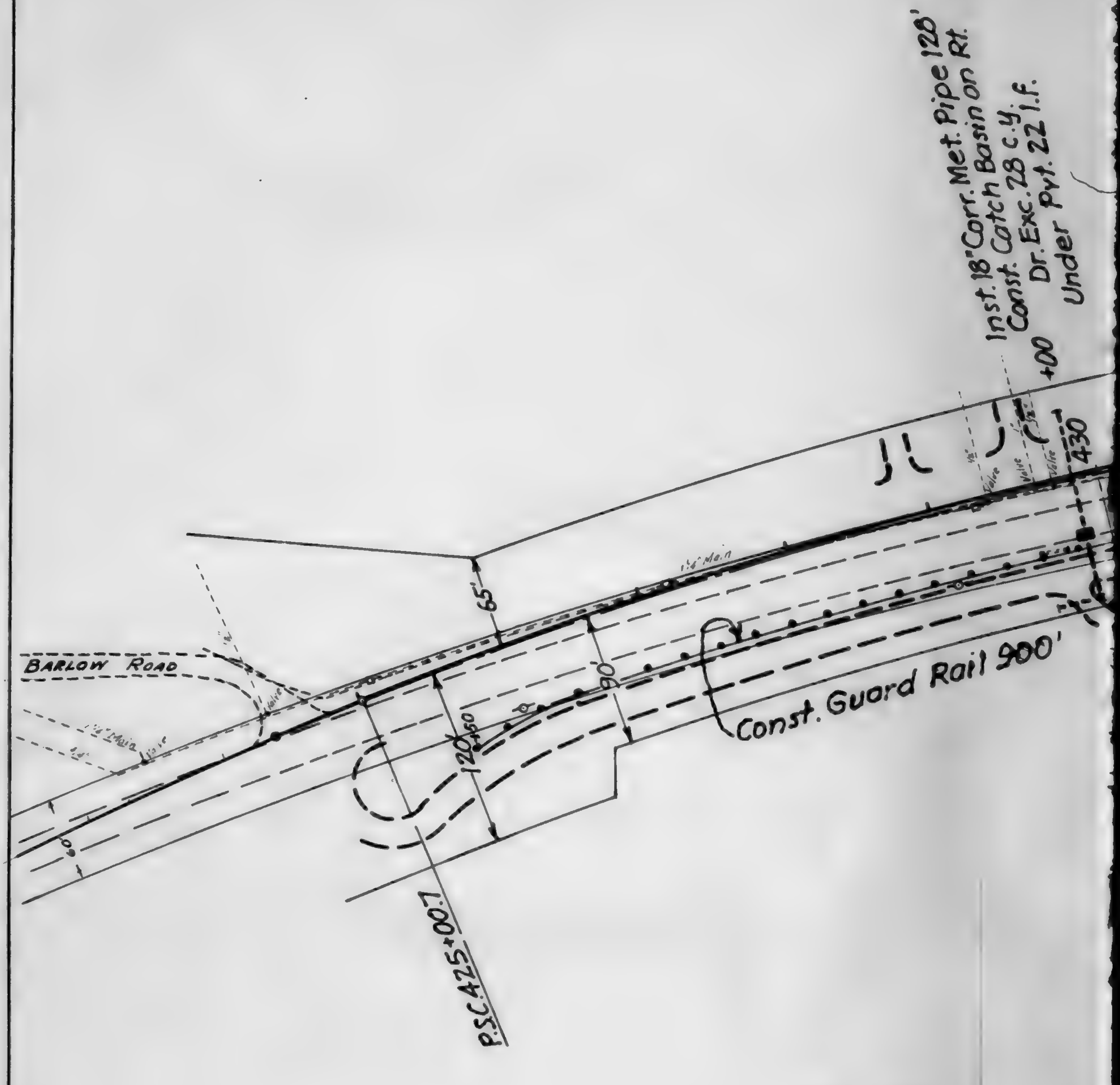
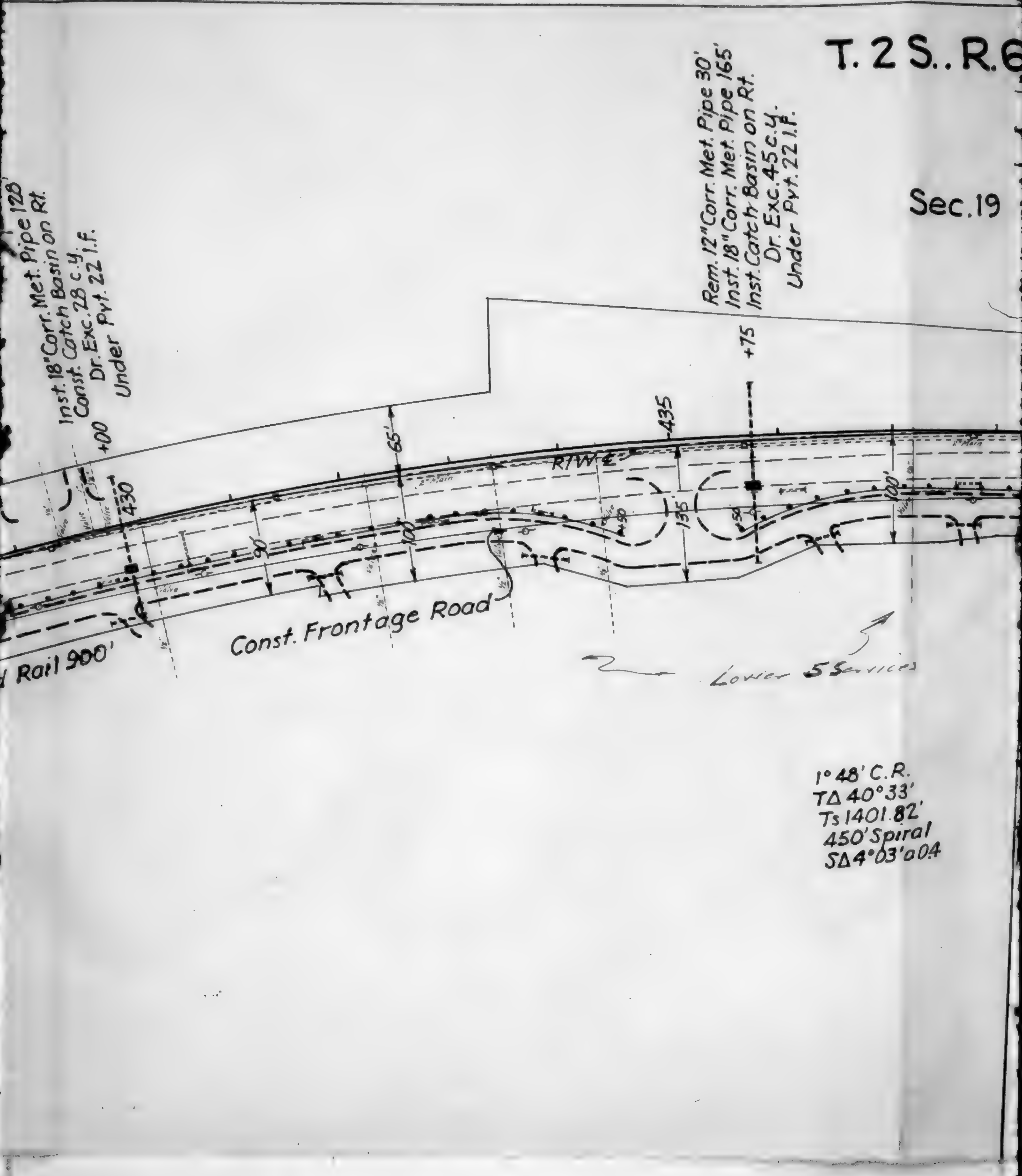
FINAL SURVEY

NOTE BOOK

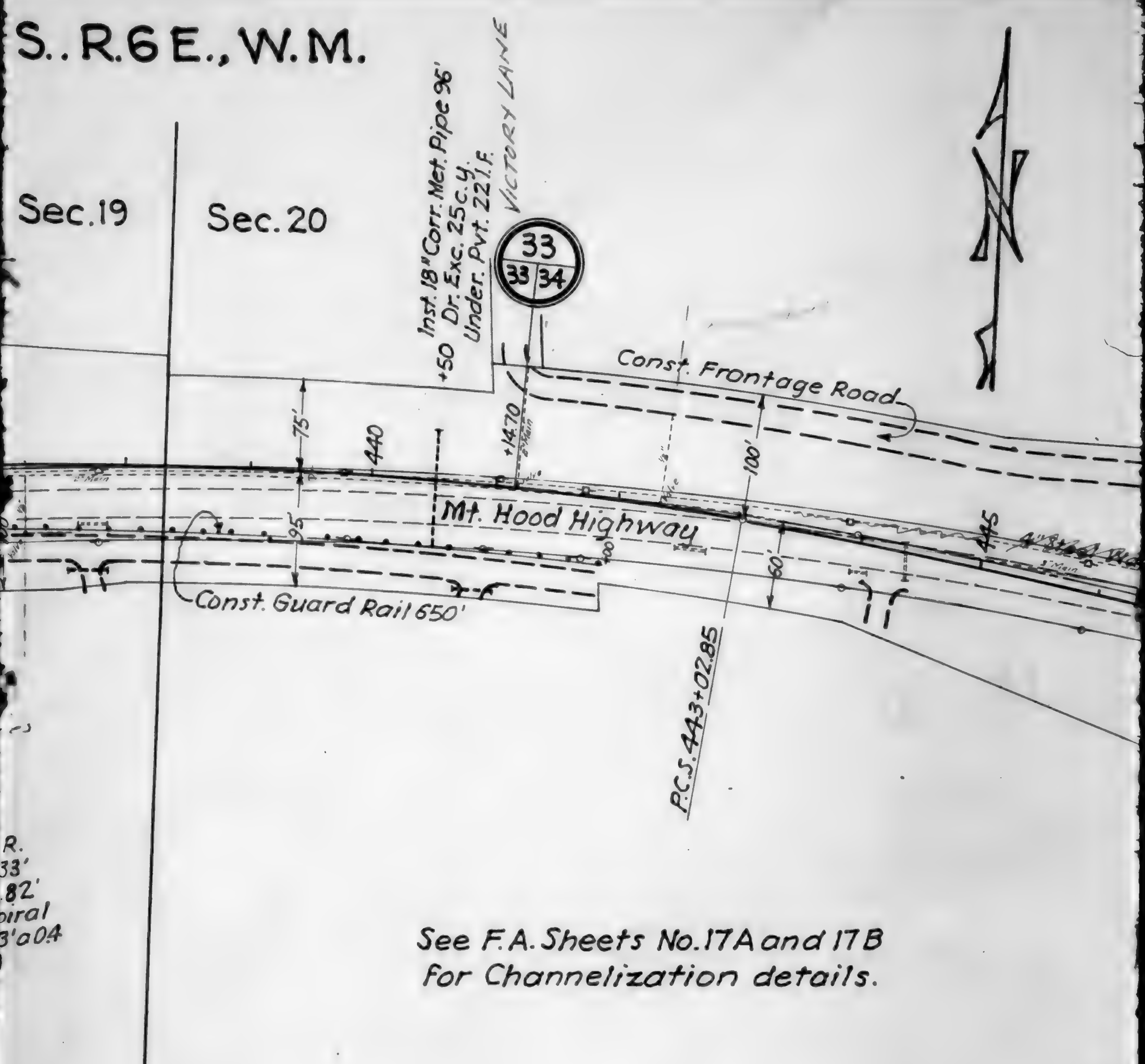
NO.

| | BY | DATE |
|---|---|---|
| SURVEYED | | |
| PLOTTED | | |
| TEMPLATE | | |
| AREAS | | |
| AREAS CHECKED | | |


Inst. 18" Corr. Met. Pipe 128'
Const. Catch Basin on Rt.
Dr. Exc. 28 c.y.
Under Pvt. 22 l.f.
+00
430
Valve
Valve
Valve
1½" Main
65'
90'
120'
+50
60'
BARLOW ROAD
Valve
1½" Main
Const. Guard Rail 900'
P.S.C. 425+00.7


T. 2 S.. R.6
Sec.19
Inst. 18" Corr. Met. Pipe 128'
Const. Catch Basin on Rt.
Dr. Exc. 28 c.y.
Under Pvt. 22 l.F.
+00
Rem. 12" Corr. Met. Pipe 30'
Inst. 18" Corr. Met. Pipe 165'
Inst. Catch Basin on Rt.
Dr. Exc. 45 c.y.
Under Pvt. 22 l.F.
+75
430
65'
435
R/W ℄
2" Main
Valve
½"
90
100'
135
50
Const. Frontage Road
Rail 900'
Lower 5 Services
1° 48' C.R.
TΔ 40°33'
Ts 1401.82'
450' Spiral
SΔ 4°03' a 0.4

S..R.6E., W.M.



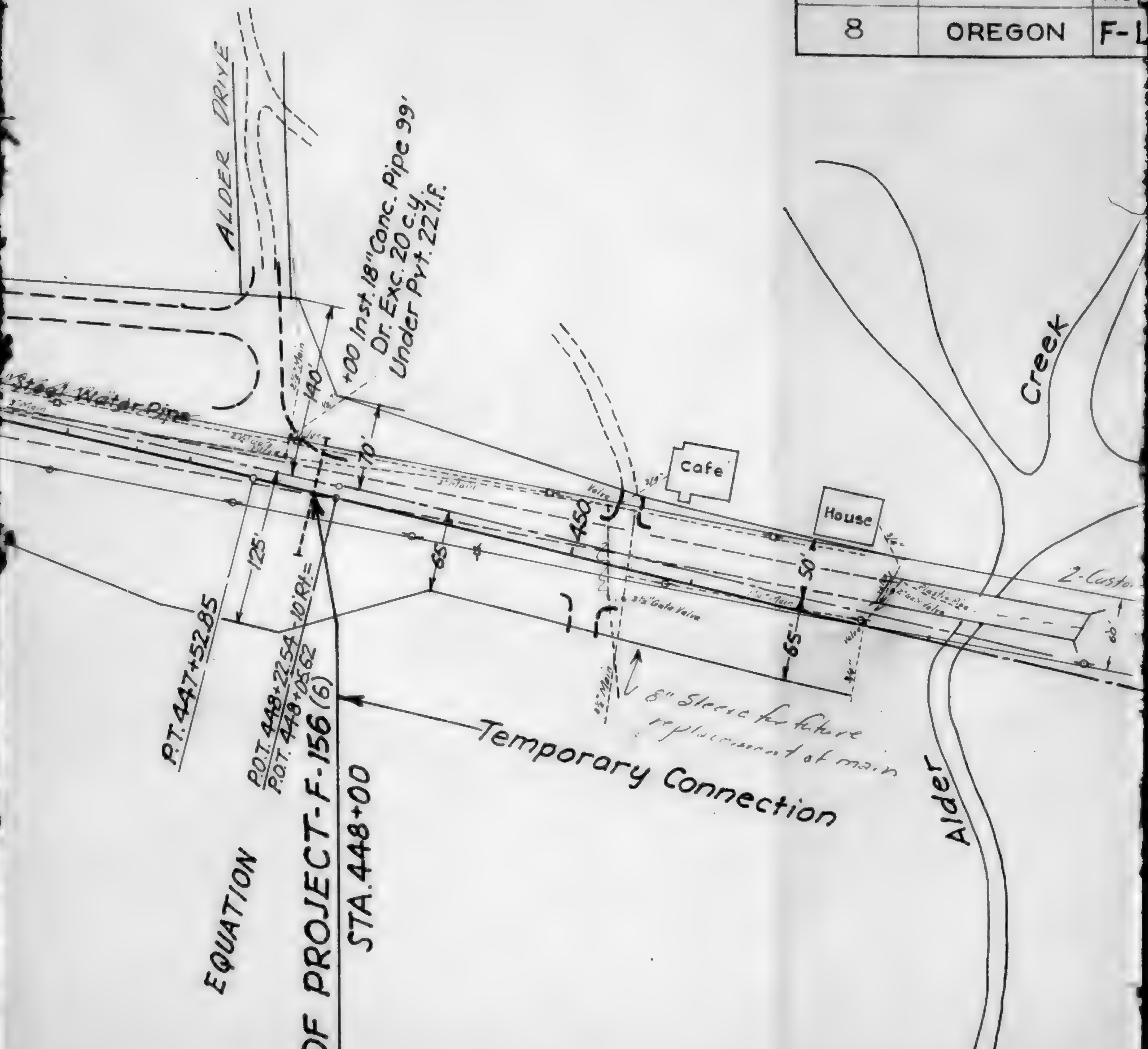
Sec.19
Sec. 20
Inst. 18" Corr. Met. Pipe 96'
Dr. Exc. 25c.y.
Under. Pvt. 22 l.F.
+50
VICTORY LANE
33
33 34
Const. Frontage Road
+14.70
75'
440
Mt. Hood Highway
95
100'
60'
445
Const. Guard Rail 650'
P.C.S. 443+02.85
R.
33'
.82'
piral
3'a0.4

See F.A. Sheets No. 17A and 17B for Channelization details.

Construct 11 Approaches
Install 12" Conc. Pipe 180'
Remove Metal Pipe 186'
Sta. 429 to Sta. 444 on Rt.

SANDY-ALDER CREEK
MT. HOOD HIGH
CLACKAMAS CO

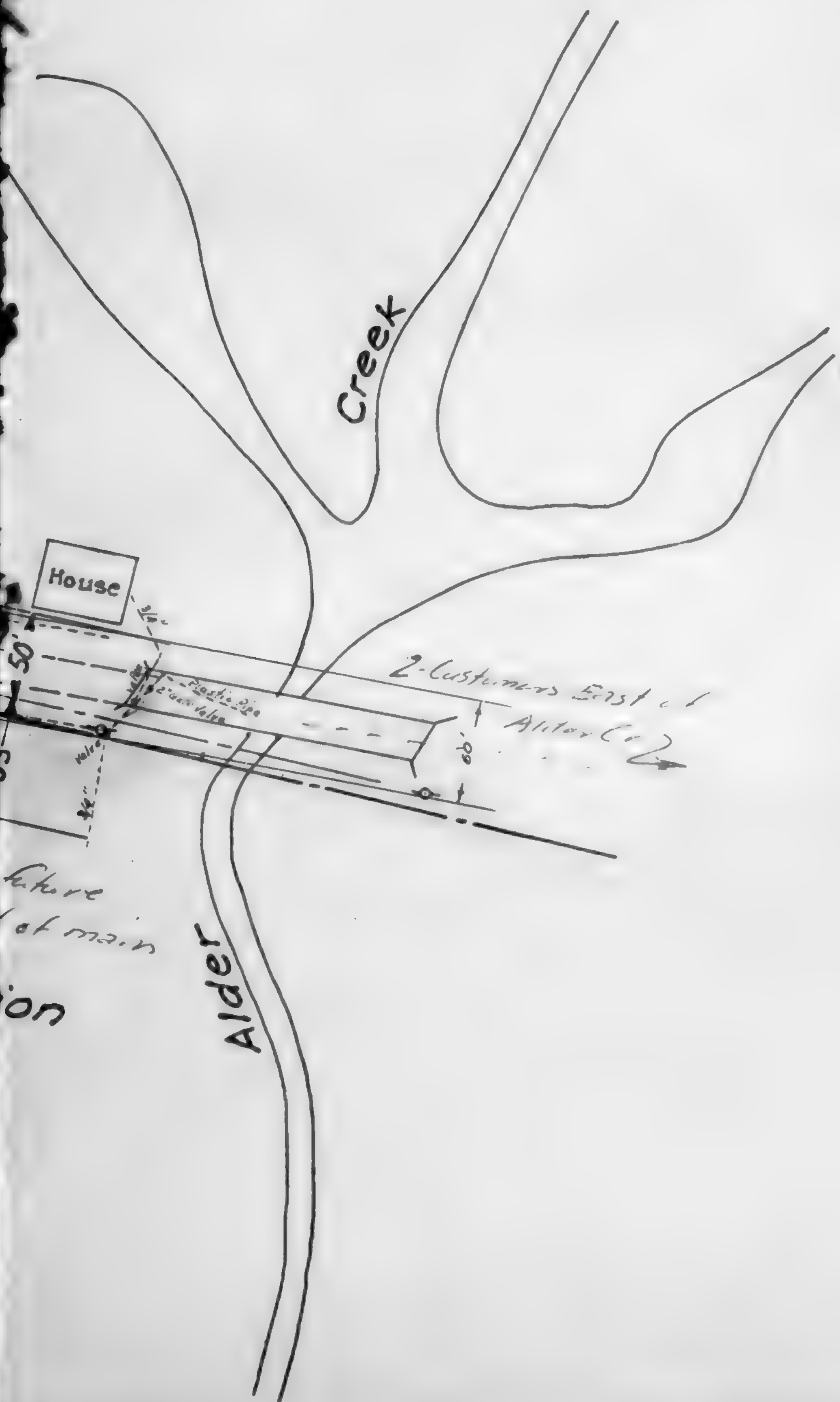
| FED. ROAD Div. No. | STATE | PRO NUM |
|---|---|---|
| 8 | OREGON | F-L |


ALDER DRIVE
+00 Inst. 18" Conc. Pipe 99'
Dr. Exc. 20 c.y.
Under Pvt. 22 l.f.
140'
70'
"Steel Water Pipe
3" Main
Cafe
House
Creek
Valve
450
50
65
65'
125'
2-Custo
3½" Gate Valve
Plastic Pipe
3½" Main
8" Sleeve for future replacement of main
Temporary Connection
Alder
P.T. 447+52.85
P.O.T. 448+22.54
P.O.T. 448+06.62
10' Rt.=
EQUATION
D OF PROJECT-F-156(6)
STA. 448+00

SANDY-ALDER CREEK SECTION
MT. HOOD HIGHWAY
CLACKAMAS COUNTY

SHEET No. 17

| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
|---|---|---|---|---|
| 8 | OREGON | F-156(6) | | See Index |


Creek
House
50
65
2-Customers East of Alder Cr.
Plastic Pipe
2" Gate Valve
Valve
60'
24"
future
of main
ion
Alder

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Sec 7

Salem, Oregon
October 29, 1957

Change of water mains
in and near the city
of Sandy

Mr. C. G. Swenson
County and City Relations Engineer
Department

Referring once again to the matter of change of water mains in and near the city of Sandy, it has been decided to apply the same rule to this situation as is applied to all others; namely, that the State will pay for the minimum changes necessary in the facility to allow for the construction of the road. This, I believe, consists of the adjustment of approximately 60 meters and the lowering of about 500 feet of four-inch pipe and 400 feet of eight-inch pipe. The estimated cost of this work is $3,000, which, incidentally, seems too low.

Please confer with the city officials and see whether the matter can be resolved on this basis. They would, of course, be allowed to open the street or highway when necessary to make repairs or connections to the existing facility.

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. W. C. Williams
Mr. G. S. Paxson
Mr. Tom Edwards

FORM 530—50M—2-57—1478

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 24, 1957

**SUBJECT:** Sandy-Alder Creek Section
Mt. Hood Highway
City of Sandy water facilities

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Reference is made to your letter of October 18th with regard to the adjustment of the water facilities of the City of Sandy. As noted in your letter, it seems that this thing got out of hand. I am attaching hereto a report by Utilities Liaison Engineer Baker setting forth the history of this matter in chronological order.

Our original estimate for rearranging the facilities, applying the rule of moving only those portions of the facility which must actually be moved in order to construct the road, is the same as it was originally represented. This involves the adjustment of approximately 60 meters and the lowering of 500 feet of 4-inch pipe and 400 feet of 8-inch pipe, which work is estimated to cost $3,000. According to Baker's report the city objects to leaving any of their pipe within the roadbed section. This has been the origin of the other estimates which you have commented on. It appears that the City of Sandy has misinterpreted Mr. Williams' statement which was made at the public hearing at Sandy, July 24th. A transcript of this hearing is attached hereto with the pertinent portion underlined in red.

I am also attaching a copy of a letter from Attorney Paul R. Biggs, representing the City of Sandy, in which they plea poverty and sets forth their position in Paragraph 2 that the water line should be moved out from under the roadbed section, even though we do not interfere with them at the present time. It is obvious that there was some misunderstanding at the meeting referred to by Mr. Biggs in Paragraph 2, as I do not believe that any of our people would represent that the city could not enter onto the roadbed section in order to repair leaks in the water line lying below the surface. This is quite common practice, with the city having to make the repairs and pay the repair bills for the surfacing disturbed in such activities.

In view of the above, it is recommended that the City-County Relations people contact the city and set forth our position that we will make all necessary changes that are in actual conflict with the construction and assure them that they will be permitted to make any necessary repairs. It is suggested that when they make such a contact with the City of Sandy, Mr. Curtis Baker accompany them to answer any questions that may arise at that time. I am also submitting herewith a set of plans on which the City of Sandy's lines are noted in red and in which set of plans the sections of water line to be moved are delineated on Sheets 8 and 9.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

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OCT 24 1957
Office of
STATE HIGHWAY ENGINEER

FORM K-30X—30M—11-53—80225

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 24, 1957

SUBJECT: City of Sandy water facilities
Sandy-Alder Creek Section
Mt. Hood Highway

To: Memo to The Files

## HISTORY OF WATER LINE

Permit No. 69 was issued for the placing of a 4-inch water line on highway right of way, and was dated September 26, 1924. This line lay on the north side of the highway from Station 0+00 (Sandy city limits) to Station 39+00, crossed at Station 39+00, and lay on the south side from Station 39+00 to 269+00 (near Cedar Creek).

Permit No. 740, dated February 19, 1936, replaced Permit No. 69. The pipe from 0+00 to 47+00 was replaced by a 6-inch pipe on the north side, a new crossing made at Station 47+00, and portions of the 4-inch pipe between 47+00 and 269+00 were replaced with new 4-inch pipe. This pipe is still in use, and has all the services.

Permit No. 3650, dated May 11, 1953, was issued for the placing of an 8-inch pipe on the north side of the highway between Stations 49+46 and 269+40, with a crossing at Station 269+40. This pipe has no services - is used as supply only. The city reservoir is located on the north side of the highway near Station 48.

## HISTORY OF AGREEMENT BETWEEN CITY AND STATE

A public hearing was held in Sandy on July 24, 1957. A transcript of this hearing is attached.

An agreement was prepared by the City and County Relations Division, and this was taken to a City Council meeting in Sandy on September 5th by C. G. Swenson and H. C. Ayres of City and County, and Curtis Baker of Construction. The agreement had the standard paragraph pertaining to utility adjustments. The city disagreed with the provisions of the agreement, and requested that the State move the 4-inch line in all places where it would fall under the paved areas. It was generally agreed that the 8-inch pipe did not need moving.

An estimate was prepared for the moving of these pipes. The estimate was based on moving 1,900 feet of 6-inch and 8,400 feet of 4-inch pipe, costing $27,000. An additional amount of $25,000 was added to the Project Authorization to cover this work. The estimate was soon revised to include the moving of the 4-inch and 6-inch pipes from under the roadway prism rather than just from under the paved areas and a new estimate was made on the revised footage. The lengths of pipe now stand at 3,000 feet of 6-inch and 12,900 feet of 4-inch, costing $38,500.

Swenson and Paxson made a trip to Sandy on September 19th and requested that the city pay all costs of adjustments over $25,000. Nothing was decided at this meeting, but the city agreed to give the matter further consideration, and write a letter. A letter was received from Sandy on October 2nd, giving in great detail the sad financial plight of the City of Sandy, and stating that they might could pay $5,000, provided the 8-inch pipe were also moved. The addition of 11,400 feet of 8-inch pipe raised the total estimate to $77,928.75. There the matter now stands.

The estimates for moving the pipes were based on the fact that it is cheaper to buy new 4-inch pipe than dig the old pipe out, about a break-even on the 6-inch pipe, and to move the 8-inch pipe without buying any new pipe. The age and probable condition of the 4-inch and 6-inch pipes, as well as the fact that both pipes have service lines attached, was given consideration in the making of the estimates.

The original Project Authorization, based on figures submitted by the Locating Engineer, included $5,000 for utility adjustments. This included $500 for moving valves of the Alder Creek Water Company, $1,500 for moving telephone lines on private property, and $3,000 for moving meters and lowering pipes owned by the City of Sandy.

There are approximately 60 meters or services to be adjusted on the project. These are estimated to cost about $40 each to adjust. Water mains are involved in the following locations:

| | |
|---|---|
| Stations 159+50 - 162+50 | 300 feet - 4-inch pipe to lower |
| Stations 185+50 - 186+50 | 100 feet - 4-inch pipe to lower |
| Stations 207+00 - 208+00 | 100 feet - 4-inch pipe to lower |
| Total, 4-inch pipe | 500 feet |

| | |
|---|---|
| Stations 185+00 - 186+00 | 100 feet - 8-inch pipe to lower (channel change) |
| Stations 204+50 - 207+50 | 300 feet - 8-inch pipe to lower |
| Total, 8-inch pipe | 400 feet |

It is estimated to cost approximately $0.75 per foot to lower each size of pipe, or approximately $600 for all lowering.

Thus, the original estimate of $3,000 as submitted by the Locating Engineer is still valid in view of moving only thosefacilities actually in the way of construction operations.

Curtis H. Baker
Utilities Liaison Engineer

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OCT 21 1957
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Salem, Oregon
October 18, 1957

Adjustment or moving of
water facilities - Sandy-
Alder Creek Section,
Mt. Hood Loop Highway

Mr. Tom Edwards
Construction Engineer
Department

The matter of adjustment or moving of water facilities on the Sandy-Alder Creek Section of the Mt. Hood Loop Highway needs some attention which it apparently did not get during the planning of the work.

It was estimated by someone that the adjustment would cost approximately $25,000, but just what was proposed to be done seems to be quite nebulous. The $25,000 seems to have grown by leaps and bounds, the last figure available being in the vicinity of $78,000, and no one will say whether that is all.

In order to resolve this matter, I would suggest that we start over. As nearly as I can determine, there is an eight-inch supply line outside the city of Sandy which is supposed to be 11,400 feet long and which has been placed fairly recently under permit from the Highway Department. In addition, there is an older line within the city which is used as a main and for services. The City of Sandy has notified us that except for a token payment of $5,000 it looks to us to move all of the lines, both in and out of town, and I believe furnish considerable new material.

Applying the rule of moving only such portions of water facilities as must actually be done to construct the road, please re-analyze this matter, giving me a sketch and profiles, if necessary, on which are shown those portions of the system which are affected by the construction and those of the system which would of necessity have to be revised before the construction could be undertaken. By this I mean only those facilities that would actually be disrupted. Realistic costs should be given for all items.

Please expedite this matter and at your convenience discuss it with me.

Forrest Cooper
Deputy State Highway Engineer

FC:me

10-15-57

Sandy-Alder Creek Section
City of Sandy - Water mains.

Estimated Cost of Installing new 4-inch and 6-inch water mains.
Salvaging and relaying 8-inch water main

12,900 linear feet 4" water service main

| | | |
|---|---|---|
| Cost of pipe | $0.95 | |
| Excavation | 0.75 | |
| Lay pipe + services | 0.60 | |
| | $2.30 | $29,670 |

3,000 linear feet 6" water service main

| | | |
|---|---|---|
| Cost of pipe | $1.30 | |
| Excavation | 0.75 | |
| Lay pipe and services | 0.70 | |
| | $2.75 | $8,250 |

11,400 linear feet 8" main line - no services

| | | |
|---|---|---|
| Excavation | $1.50 | |
| Salvage + relay | 1.25 | |
| | 2.75 | $31,350 |
| | | $69,270 |
| 12½% Engineering + Contingencies | | 8,658.75 |
| Total. | | $77,928.75 |

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Paxson

PHONE 2691

PAUL R. BIGGS
ATTORNEY
BARCLAY BUILDING
OREGON CITY, OREGON

October 2, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: City of Sandy -
Agreement and Proposed Water Line Improvement

Dear Mr. Williams:

On Thursday, September 26, 1957, the City Council of Sandy met with representatives of your Department concerning the building of a four lane highway through and beyond the eastern part of the City of Sandy. Your representatives stated that it would be necessary to move some water lines belonging to the City of Sandy and that the cost thereof would amount to around $40,000 to $42,000. That the State of Oregon had budgeted $25,000.00 for their share of the expenses, leaving the sum of between $15,000 to $17,000 for the City of Sandy to pay.

At the meeting it was understood that the four inch and the six inch line were being considered and that much of the 8 inch line which has been in only two or three years would be covered by the new road. This line is a primary source of water for the City. Although some discussion was had at that time of moving the 8 inch line, no definite commitment was made. Since that time, the City Council, in further discussion, feel that it is most imperative that the 8 inch line not be covered and that before any agreement would be signed, some understanding must be reached with your Department to move the 8 inch line to the side of the road, where it can be repaired and maintained. One of the Council members is in the logging operations and stated very frankly that with the large road building equipment, it is impossible to keep from jarring a water line. Even though it is not broken, any jarring is likely to cause some leakage which may go unnoticed and will only cause serious trouble both to your Department and the City Council shortly after the road is completed. It was stated by your representatives at the meeting that no permit likely would be given to repair such a break. With these facts in mind, the City Council urgently requests the State Highway Department to reconsider its present attitude towards leaving the 8 inch line, by agreeing with the City that it should be moved to the side of the road.

After discussion with the City Council, it was quite well understood by your representatives that the City of Sandy financially was unable to bear the full portion of $15,000.00,

NOTED

but finally consented and did offer to pay the sum of $5,000, which would have to be paid in installments of $2500.00 over a period of two years, commencing with the budget year 1958-59 and the final payment in the budget year of 1959-60.

Your representatives requested that the Council through its attorney write this letter setting forth its financial conditions and the reasons why it is unable to expend the sum of $15,000. The facts are as follows:

In 1950 and again in 1953, the City of Sandy was required to bond for a sewer system and for water extension lines for a total of nearly $160,000.00. These bonds have been paid off regularly, but there is now a bonded indebtedness of $123,000.00; the valuation of the property within the City's jurisdiction was at the time of the bonded indebtedness around $700,000.00. As of this date it is $875,410.00.

The City in selling its bonds, had great difficulty in securing a purchaser for them; in fact, they had to advertise twice for bids. Finally the last bonds were sold for 4% when municipal bonds in other Cities such as Oregon City and West Linn were selling at the interest rate of 1.7% to 2%. Under the present bond market, it would be most unlikely that the City of Sandy with no greater valuation than it has would be able to sell any bonds at all.

This latter statement comes from my own personal experience of recent bond issues of the City of West Linn and City of Oregon City, wherein they were required to pay 4% for bonds on a $450,000.00 and $900,000.00 issue where each of the Cities have a valuation of over eight million dollars.

In addition to the bonded indebtedness, the City of Sandy at this time has outstanding warrants in the sum of $10,510.97.

In the budget year 1956-57, the taxes now unpaid amount to $2,793.62.

For the budget year 1957-58 the budget requires a tax of $11,596.97 to be levied in excess of the estimated income. The estimated income is reduced by the fact that 50% of the water rents are committed to repayment of the water and sewer bonds.

The City millage for this year is 13.3 mills, but because of the growth of population in the Sandy area the School District has been required to build extensively which makes the total millage in that area to be 86 mills.

The community in and about Sandy has suffered financial reverses due to berry crop failure one year and poor price this year. Also the recession in the timber industry comencing last fall has drained that area from its substantial income in years past.

The City of Sandy is faced with a very pressing problem in that its water system within the City of Sandy is old and most inadequate. The fire rates are high in the City for the reason that the pipes are not large enough and are too old to carry sufficient water to protect much of the City in case of fire. To the new high school building there is only a two inch water main. The problem cannot wait much longer for solution, concerning this water condition and the City Council is considering every avenue possible in securing money in order to repair and replace the water lines within the City.

From the foregoing facts the City of Sandy is not financially healthy and cannot bear the burden or the strain of advancing or committing itself to pay the sum of $15,000.00; even the sum of $5,000.00 is stretching their resources to the limit. However, in order to assure the State Highway Commission that the City Council is most desirous of cooperating with the State, the $5,000.00 offer has been made.

Very truly yours

Paul R. Biggs, Attorney
City of Sandy, Oregon

PRB:mm

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OCT 11 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 11 1957
FOR FILING

Salem, Oregon
September 10, 1957

Sandy

City of Sandy water mains

Mr. W. C. Williams

Our new construction on the Sandy-Alder Creek Section proposes to place pavement over 1,900 linear feet of 6" service main and 8,400 linear feet of 4" service main owned and operated by the City of Sandy.

These mains were placed in 1936. The pipe is steel with a wrapping to decrease corrosion. The manufacturers of such pipe estimate that the life is from 20 to 25 years, which indicates that these pipes have about used up their effective service life. I am attaching hereto an estimate prepared by our cost analyst of the cost of replacing them in a location outside of our paved area. This estimate is $27,000. The estimate is based upon supplying new pipe and leaving the existing installations in place.

If the condition of the pipe were such that it could be moved, we might effect a small saving on the 6" pipe but could not make any saving on the 4" pipe: in fact, it might cost more to dig the pipe up and move it than to buy new pipe.

These mains were installed under the standard form of permit in use at the time they were laid which contains a clause requiring the City to remove its facilities at any time they interfered with the use of our right of way for highway purposes.

G. S. Paxson

GSP:gm

Attach.
cc Mr. Tom Edwards

9/9/57

Sandy-Alder Creek Section

Estimated Cost of Installing New 4-inch and 6-inch Water Mains:

1900' 6" Service Main

| | | |
|---|---|---|
| Cost of Pipe | $1.30 | |
| Excavation | 0.75 | |
| Lay Pipe & Connect. Services | 0.65 | |
| | $2.70 | |
| 1900' @ $2.70 | | $ 5,130 |

8400' 4" Service Main

| | | |
|---|---|---|
| Cost of Pipe | $0.95 | |
| Excavation | 0.75 | |
| Lay Pipe & Connect. Services | 0.55 | |
| | $2.25 | |
| 8400' @ $2.25 | | $18,900 |
| | | $24,030 |
| 12-1/2% Engineering & Contingencies | | 2,970 |
| Total | | $27,000 |

CGS:mm

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OCT 30 1957
~~FOR~~ FILING

OREGON DISTRICT
F-156(6)

5057

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35 October 25, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-156(6), Sandy-Alder Creek Section of the Mt. Hood Highway, we hereby concur as of this date in award of Contract No. 5057 to Rogers Construction Company and Rogers Construction, Inc. of Portland, Oregon, low bidder in the amount of $1,704,932.25 at the September 12, 1957 bid opening.

Very truly yours,

C. G. POLK
Division Engineer

By: E. H. Cowan
E. H. COWAN
Acting Division Engineer

RECEIVED
OCT 30 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 28 1957
FOR FILING

5057

October 25, 1957

Rogers Const. Co. &
Rogers Const., Inc.
11760 N. E. Glisan St.
Portland, Oregon

Gentlemen:

The State Highway Commission on September 12, 1957, accepted your proposal for grading and paving on the Mt. Hood Highway in Clackamas County for the sum of $1,704,932.25 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5057.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

cc: Tom Edwards
S. H. Probert
R. G. Savage
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

RECEIVED
OCT 30 1957
FOR FILING

5057

08-35 October 25, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-136(6), Sandy-Alder Creek Section of the Mt. Hood Highway, we hereby concur as of this date in award of Contract No. 5057 to Rogers Construction Company and Rogers Construction, Inc. of Portland, Oregon, low bidder in the amount of $1,704,932.25 at the September 12, 1957 bid opening.

Very truly yours,

C. G. POLK
Division Engineer
By:

E. H. COWAN
Acting Division Engineer

[illegible]

Orig to S&P

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OCT 24 1957
FOR FILING

F-15 (C)

5057

Salem, Oregon
October 9, 1957

Matter on Sandy-Alder Creek
Section

Mr. A. G. Skelton

We are having some controversy with the owners of the water system near the Alder Creek Bridge on the Sandy-Alder Creek Section of the Mt. Hood Highway. I am attaching a print from a letter from their attorney concerning some valves. Will you please advise whether these valves are located on the right of way which we owned prior to the beginning of the project or upon right of way which we have acquired after the valves were installed.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams

FORM 230—12½M—6-55—68209

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1957

SUBJECT: Construction Plans
Sandy-Alder Creek Section

To: G. S. Paxson
Assistant State Highway Engineer

OFFICE

L

You will find attached hereto a photocopy of a letter received by me from Glenn R. Jack in the above case. I would appreciate your advice concerning the valves of which he speaks that I may advise him of what action, if any, we are going to take with respect to them.

Leonard I. Lindas
LEONARD I. LINDAS
Chief Counsel

LIL:br
Enc.

RECEIVED
OCT 8 1957
OFFICE OF
STATE HIGHWAY ENGINEER

JACK, GOODWIN & SANTOS
LAWYERS
SUITE 200 SMITH BUILDING
704 MAIN STREET
OREGON CITY, OREGON

GLENN R JACK
JAMES O GOODWIN
FRANK P SANTOS

OLIVE 4-1527
OREGON CITY 4818

October 4, 1957

Mr. Leonard I. Lindas
Chief Counsel
State Highway Department
Salem, Oregon

Dear Leonard:

Re: Construction Plans - Sandy-Alder Creek Section

In answer to your letter of September 25 I want to advise you that this water company serves approximately 40 people.

You also inquired as to the number of valves involved. I find there are the following: 3 1/2 inch main valve, 3 inch valve on Alder Drive, 2 inch valve on Victory Lane, 1 1/4 inch valve on the Barlow Trail, 2 inch valve under Alder Creek Bridge, and in addition to that each user has a valve at the point where he obtains water.

It is my understanding that these valves will be under a great amount of dirt if the construction goes through without any arrangements to protect the water company.

Very truly yours,

JACK, GOODWIN & SANTOS

By Glenn R. Jack

GRJ:aw

FORM E-123X 37½M 10-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
1957

E-156 (6)

5057

September 18, 1957

West Coast Telephone Company
315 Cedar Street
Beaverton, Oregon

Re: West Coast Telephone Company
Telephone Line Adjustment
Sandy-Alder Creek Section
Mt. Hood Highway
Clackamas County

Gentlemen:

Bids on the above titled project were received on September 12, 1957, and it appears that some of your facilities must be adjusted in order to accommodate the highway construction. The adjustment involves the moving of contacts on Pacific Telephone and Telegraph Company poles between Sandy and Cedar Creek (Station 280).

It appears that these contacts are located within the State highway right of way limits, so that it will be your obligation to make the necessary adjustments without reimbursement. It is requested that you proceed with the work as promptly as possible.

Further details may be secured from Mr. Willard J. Scofield, Box 4699, Portland 2, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. A. G. Skelton
Mr. Willard J. Scofield
Mr. F. W. Farrar

RECEIVED
19 1957
OFFICE OF
[illegible] ENGINEER

FORM E-123X 37½M 10-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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SEP 19 1957
FOR FILING

F-156(6)

September 18, 1957

Pacific Telephone and Telegraph Company
509 S.W. Oak Street
Portland 4, Oregon

Re: Pacific Telephone and Telegraph Company
Telephone Line Adjustment
Sandy-Alder Creek Section
Mt. Hood Highway
Clackamas County

Gentlemen:

Bids on the above titled project were received on September 12, 1957, and it appears that some of your facilities must be adjusted in order to accommodate the highway construction.

I am advised that the adjustment involves the moving of a large amount of line which is now located on the existing highway right of way at various locations throughout the length of the project. Most of the existing facility is on State right of way, largely without permit, although your company holds Permit No. 647, dated December 3, 1934, for a 1,200-foot section of the line near Station 230. However, the 7 poles between Stations 279 and 289, the 6 poles between Stations 290 and 300, and the service pole near Station 395 is on private property by verbal easement, and it is requested that you proceed with the work as promptly as possible.

As to the work involving facilities which are located on public highway right of way, it will be your obligation to make the necessary adjustments without reimbursement. The Highway Commission will reimburse you for relocating your facilities which are located on private property, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. Willard J. Scofield, Resident Engineer, Box 4699, Portland 2, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Scofield.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

RECEIVED
SEP 19 1957
OFFICE OF
STATE HIGHWAY ENGINEER

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. A. G. Skelton, Mr. Willard J. Scofield, & Mr. F. W. Farrar

RECEIVED
SEP 17 1957
FOR FILING

file

MISC. CONTRACTS and
AGREEMENTS No. 1272

Salem, Oregon
September 10, 1957

Throughway Agreement
Sandy-Alder Creek Section
Mt. Hood Highway #26
Clackamas County

274

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engineer, City & County Relations

Attached hereto is a throughway agreement with Clackamas County covering the Alder Creek-Sandy Section of the Mt. Hood Highway in Clackamas County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Clackamas County.

Secretary

rn
Attach: 1

FORM E-123X 37½M 10-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
SEP [illegible] 1957

FOR FILING

5037

September 10, 1957

Portland General Electric Company
Electric Building
Portland 5, Oregon

Re: Portland General Electric Company
Power Line Adjustment
Sandy-Alder Creek Section
Mt. Hood Highway
Clackamas County

Gentlemen:

Bids on the above titled project will be received on September 12, 1957, and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction.

I am advised that the adjustment involves the moving of a large amount of line now located on the northerly side of the existing highway throughout the entire project, the adjustment of a line along the county road near Highway Engineer's Station 351, and the moving of three service poles near Stations 107, 152, and 395. The existing line is on State highway right of way under Permit No. 3888, dated May 23, 1952, and the line on the county road is located by agreement with the county. The service poles are on private property by verbal agreement with the property owners.

It will be your obligation to move the facilities at your expense which are now located on State and county rights of way, but the Highway Commission will reimburse you for the adjustment of the facilities located on private property, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Bureau of Public Roads under date of May 1, 1946, it is requested that you submit to Mr. Willard J. Scofield, Resident Engineer, Box 4699, Sellwood Station, Portland 2, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Scofield.

Very truly yours,

J. W. DeSousa
Assistant Counsel

RECEIVED
SEP 10 1957
OFFICE OF
STATE HIGHWAY ENGINEER

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. A. G. Skelton
Mr. Willard J. Scofield & Mr. F. W. Farrar

NOTED
FORREST COOPER

FORM E30—20M—2-57—1478

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
~~SEP 10 1957~~

Salem, Oregon
September 5, 1957

**SUBJECT:** Throughway Agreement
Sandy-Alder Creek Section
Mt. Hood Highway #26
Clackamas County

(Assignment #274)

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject named project. Two copies have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

This completes Assignment #274.

John D. Graham
John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

1 copy not signed

Ⓐ
2 COPIES TO
BE SIGNED

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Sept. 5 1957

AUTHORIZED BY HIGHWAY COMMISSION
DATE
Secretary

Bids are being received for construction on Sept 12, 1957
HBS

RECEIVED
SEP 5 - 1957
FOR FILING

2-52(6)

2657

08-35

August 28, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-156(6)
Sandy-Alder Creek Section,
Mt. Hood Highway

Dear Sir:

We have reluctantly approved the plans for subject project as they concern the section on which only a 4-foot flush median, delineated simply by striping, is used.

We realize that the many access points provided preclude the use of raised asphaltic concrete traffic markers throughout but we do think that such protection should be furnished wherever feasible. We suggest therefore, that serious consideration be given to their construction wherever safe operation of the new highway will be enhanced thereby.

Very truly yours,

C. G. Polk
Division Engineer

Original to
Mr. [illegible]

NOTED
FORREST COOPER

RECEIVED
SEP 5 - 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 5 1957
FOR FILING
E-156(c)
5-57

Salem, Oregon
August 2, 1957

Sandy-Alder Creek Unit
Mt. Hood Highway
Erosion Control Authorization

Mr. Virgil O'Neil
Assistant Office Engineer
Building

The Division Engineer's estimate for erosion control on the subject project was $6,000. Please increase the project authorization to a total of $10,000 based on the following estimates:

Total cut slopes — 30 acres
Total fill slopes — 20 acres

| | |
|---|---|
| Mulching with straw - 30 A @ $150 — | $4500 |
| Spraying oil on mulch - 30 A @ $25 — | 750 |
| Seeding - 50 A @ $50 — | 2500 |
| Refertilizing - 50 A @ $25 — | 1250 |
| Planting — | 1000 |
| | Total $10,000. |

It is anticipated that the work will be accomplished by state forces using mechanized seeding and mulching equipment under the supervision of the Landscape Engineer.

Forrest Cooper
Deputy State Highway Engineer

cc Mr. Tom Edwards
Mr. M. H. Astrup

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

ection [illegible] Highway [illegible] County [illegible] Prefix

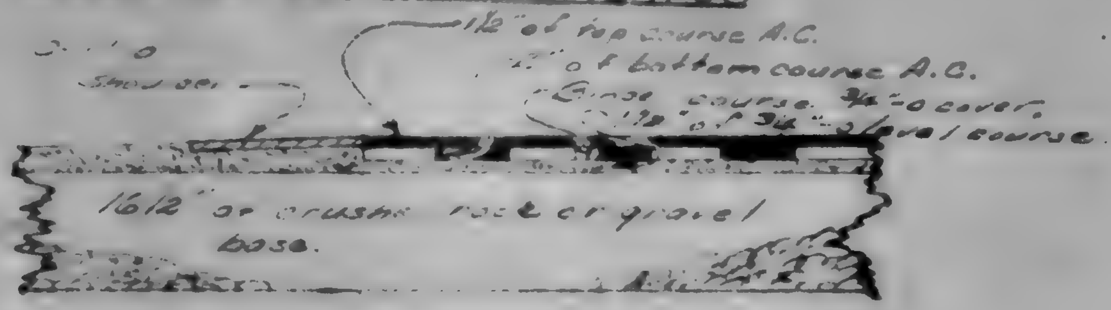
es. Engr. [illegible] Length of Project ___ Miles. Sta. first 7+6[illegible] to Sta. last 4[illegible] Date 7-[illegible]

TYPICAL SECTIONS Truck ADT- 320± Traffic Classification - VH (Logs)

[illegible]

[illegible] LL
10 PI
86 % P.200
[illegible] % Silt
[illegible] "R" Value

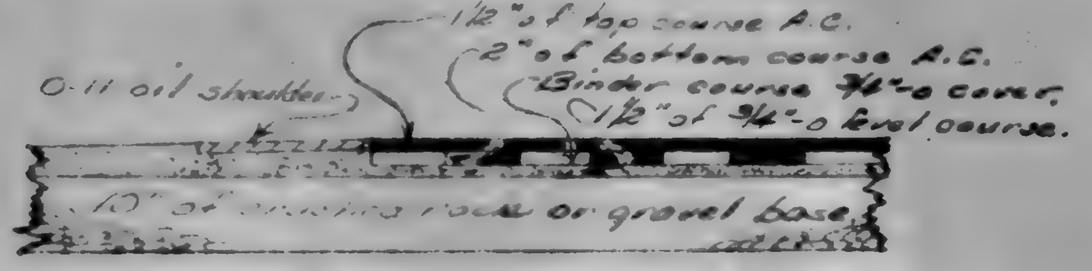
New Work - 7+62.6 - 160+00



[illegible] shoulder
1½" of top course A.C.
2" of bottom course A.C.
Binder course ¾"-0 cover.
1½" of ¾"-0 level course.
16½" of crushed rock or gravel base.

New Work - 160+00 to 232+00
298+00 - 361+00

**Typical Soil**
**Sandy Clay Loam**
160+00 - 232+00
49 LL
4 PI
81 % P.200
61 "R" Value
26 % Silt



0-11 oil shoulder
1½" of top course A.C.
2" of bottom course A.C.
Binder course ¾"-0 cover.
1½" of ¾"-0 level course.
10" of crushed rock or gravel base.

**Typical Soil**
Clay
298+00 - 361+00
55 LL
0 PI
73 % P.200
36 % Silt
57 "R" Value

| Required Base & Wear | | Designed Base & Wear | | |
|---|---|---|---|---|
| Crushed | Not Crushed | Exist. Surf. Allow. | New Work | |
| 7+62.6 - 160+00 | | | | |
| | | | 3½<br>1½<br>16½ | A.C.<br>Level<br>Cr. Base |
| 21½ | | | 21½ | |
| 160+00 - 232+00<br>298+00 - 361+00 | | | | |
| | | | 3½<br>1½<br>10 | A.C.<br>Level<br>Cr. Base |
| 15 | | | 15 | |

# CONSTRUCTION DIVISION
# GEOLOGY AND SOILS SECTION
# PROJECT BASE DESIGN

Section [illegible] Highway [illegible] County [illegible] Prefix

Res. Engr. Length of Project Miles. Sta. [illegible] to Sta. Date

## TYPICAL SECTIONS

Typical Soil
Sandy Clay Loam
160+00 – 232+00
49 LL
4 PI
81 % P.200
61 "R" Value
16 % Silt

160+00 – 232+00
[illegible] 293+00 – 361+00

1½" of top course A.C.
2" of bottom course A.C.
Binder course ¾"-0 cover.
1½" of ¾"-0 level course.
or gravel base

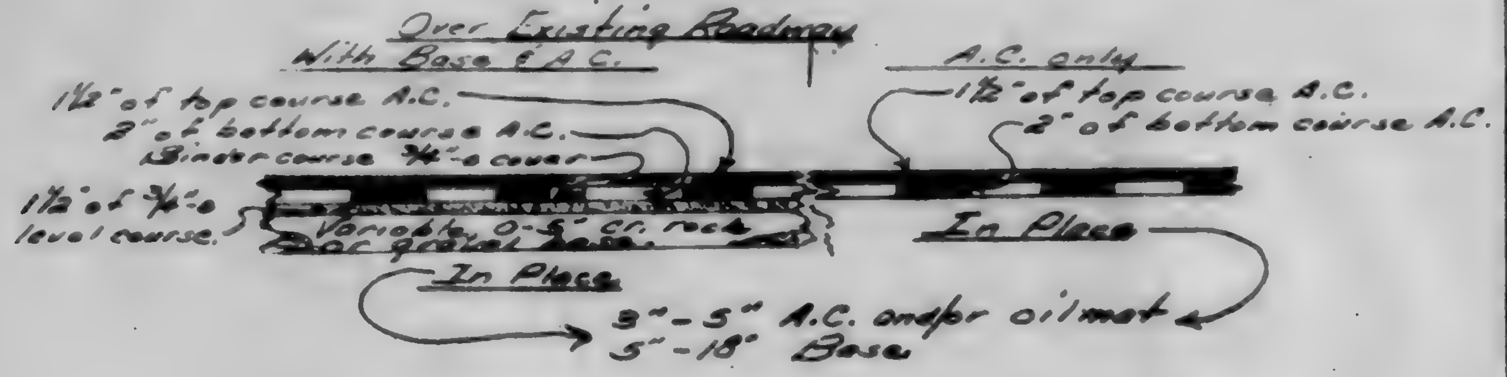
Typical Soil
Clay
293+00 – 361+00
55 LL
0 PI
73 % P.200
36 % Silt
57 "R" Value

| Required<br>Base & Wear<br>Crushed | Required<br>Base & Wear<br>Not Crushed | Designed<br>Base<br>Exist. Surf. Allow. | Designed<br>Wear<br>New Work | |
|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | |
| | | | 3½ | A.C. |
| | | | 1½ | Level |
| | | | 16 | Cr. Base. |
| 21½ | | | 21½ | |
| 160+00 – 232+00 | | | | |
| 293+00 – 361+00 | | | | |
| | | | 9½ | A.C. |
| | | | 1½ | Level |
| | | | 10 | Cr. Base. |
| 15 | | | 15 | |

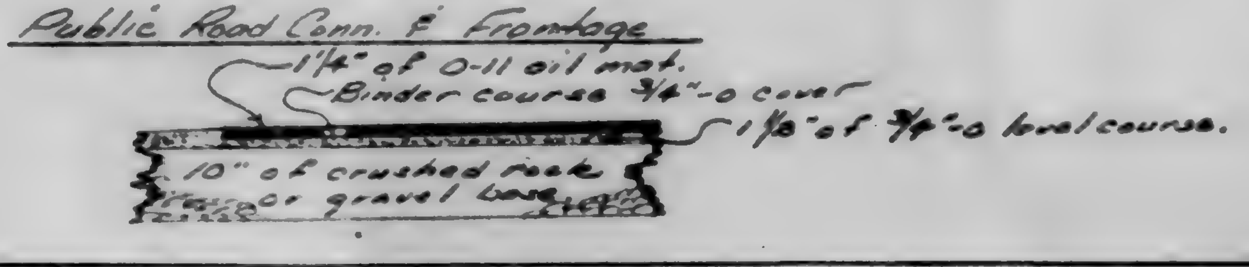
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

[illegible] Highway Mt. Hood County [illegible] Prefix
Engr. [illegible] Overall Length of Project 5.51 Miles. Sta. West 7+60.6 to Sta. East 452+35 Date 7-17-57

TYPICAL SECTIONS Truck ADT-320± Traffic Classification-VH (Logs)
Public Road Conn. / Frontage Roads } Traffic Classif.-Medium



Over Existing Roadway
With Base & A.C.
A.C. only
1½" of top course A.C.
2" of bottom course A.C.
Binder course ¾"-0 cover
1½" of ¾"-0 level course.
Variable 0-5" cr. rock or gravel base.
In Place
1½" of top course A.C.
2" of bottom course A.C.
In Place
3"-5" A.C. and/or oilmat
5"-18" Base



Public Road Conn. & Frontage
1¼" of O-11 oil mat.
Binder course ¾"-0 cover
1½" of ¾"-0 level course.
10" of crushed rock or gravel base

| Required Base & Wear | | Designed Base & Wear | |
|---|---|---|---|
| Crushed | Not Crushed | Exist. Surf. Allow. | New Work |
| Over Existing Roadway | | | |
| See Section | | | |
| Public Road Conn & Frontage Roads | | | |
| | | | 1¼ O-11 Oilmat |
| | | | 1½ Level |
| | | | 10 Cr. Base |
| 12½ | | | 12¾ |

[illegible] Soil
Clay
33 LL
PI
% P.200
% Silt
"R" Value

PROPOSED MATERIAL SOURCES

| Location | Lab. No. | S.G. | Type of Material | Max. Size | % Pass No. 4 Screen | % Pass No. 40 Screen | Abrasion Loss % | Sodium Sulphate Loss % | LL | PI | To be used for. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] Provisions from the [illegible] indicate the source of [illegible] als to be determined [illegible] ter date. | | | | | | | | | | | |

Deputy State Highway Engineer ←
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
District Engineer
[illegible] Division

Submitted by
Soils Engineer
Recommended by
Recommended by
Approved by
Engineer of Materials

S-229(5) Eckman Slough Sec., Alsea 1957
Hwy. (Grad. & Oil. & Const. of
#5058 Reinf. Con. Struct. [redacted]

7-5-57

RECEI

FOR SE

(CONTRACT NO.

5058
(VOUCHER NO.)

30231

Mr. H. B. Gla

The warrant 1
The warrant w
authorized.

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Specified comp

Time Extension

Completion Dat

Date Accepted:

Penalties:

Claims:

Remarks:

---

Date: **Dec. 3**

To the Accounti

Release of the

Warrant Mailed:

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A-221(5)

(CONTRACT NO.) 5058

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 30, 1958

(EST. NO.) (CONTRACTOR)

5058 — 10 P.F. — Pacific Concrete Co. & Parker & Fuhrman Co.

(VOUCHER NO.) (WARRANT NO.) (AMOUNT) (DATE)

30231 — H232139 — $ 163.35 — 12-30-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion date: **110 workdays from Nov. 4, 1957**

Time Extensions: **None**

Completion Date: **Sept. 4, 1958**

Date Accepted: **Sept. 11, 1958**

Penalties: **None of record**

Claims: **None of record**

Remarks:

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Date: **Dec. 30, 1958**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Secretary

Warrant Mailed:

DEC 30 1958

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NOTED
W. C. WILLIAMS

A

December 19, 1958

# FINAL COST ANALYSIS

Grading and Oiling

Eckman Slough Section
Contract No. 5058

S-229 (5)

Contractors: Pacific Concrete Co. and
Parker Fuhrman Co.
Resident Engineer: Wendell H. Schwartz

Alsea Highway
Prefix 21-1047
Project # S-229(5)

5058

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| Clearing and Grubbing | 100% | All | 1,200.00 | - | 409.76 | 1,200.00 |
| Removal of Bridge | 100% | All | 7,700.00 | - | 4,267.75 | 7,700.00 |
| Drainage Excavation | 325.95 | Cu.Yd. | 7.00 | 6.07 | 1,979.95 | 2,281.65 |
| General Excavation | 1,083.5 | Cu.Yd. | .75 | .83 | 900.31 | 812.63 |
| Special Borrow Excavation | 16,403.3 | Cu.Yd. | .64 | .55 | 8,981.81 | 10,498.11 |
| Loose Riprap | 3,029.6 | Cu.Yd. | 3.00 | 2.91 | 8,818.67 | 9,088.80 |
| 60" Asbestos-Bonded C.M.P. | 112 | Lin.Ft. | 40.00 | 34.49 | 3,862.45 | 4,480.00 |
| 60" Metal Slide Headgate | 1 | Each | 3,000.00 | 1,751.63 | 1,751.63 | 3,000.00 |
| Furnish Treated Timber Piling | 76.4 | Lin.Ft. | 2.00 | 1.31 | 100.40 | 152.80 |
| Drive Timber Piles | 2 | Each | 100.00 | 76.84 | 153.67 | 200.00 |
| Treated Timber in Place | .713 | M/FBM | 374.00 | 333.52 | 237.80 | 266.66 |
| Class "A" Concrete | 188.109 | Cu.Yd. | 57.70 | 49.22 | 9,257.94 | 10,853.89 |
| Metal Reinforcements | 25,038.18 | Lbs. | .134 | .125 | 3,135.13 | 3,355.12 |
| Metal Guard Rail | 528 | Lin.Ft. | 3.00 | 2.74 | 1,447.19 | 1,584.00 |
| Metal Sight Posts | 6 | Each | 3.00 | 2.30 | 13.78 | 18.00 |
| Coarse Cr.Mat'l in Base | 2,869 | Cu.Yd. | 2.90 | 2.72 | 7,804.87 | 8,320.10 |
| 3/4"-0 Cr.Mat'l in Base | 360 | Cu.Yd. | 4.00 | 3.46 | 1,245.34 | 1,440.00 |
| Sprinkling | 23.426 | M/Gal. | 3.00 | 2.05 | 48.05 | 70.28 |
| 3/4"-0 Mat'l in Bider Course | 22 | Cu.Yd. | 5.50 | 4.36 | 96.02 | 121.00 |
| Furnish & Place Aggregate | 99 | Cu.Yd. | 5.50 | 3.99 | 394.56 | 544.50 |

## FINAL COST ANALYSIS CONT'D

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| 200-300 Asphalt | 10.84 | Ton | 65.00 | 51.60 | 559.37 | 704.60 |
| PA#1 Cement Adj.(Favor of Contr) | 7.875 | Bbl. | 6.40 | 6.40 | 50.40 | 50.40 |
| Force Account | | | | | 1,878.17 | 2,012.83 |
| | | | | | $ 57,395.02 | $ 68,755.37 |

| | |
|---|---|
| Gross Revenue | $ 68,755.37 |
| Total Cost | 57,395.02 |
| Profit | $ 11,360.35 |

Net Profit equals 16.5% of Gross Revenue.

Remarks:

This was a "Federal Aid Secondary Project" calling for the grading and oiling of 0.16 mile of highway roadbed and the construction of one reinforced concrete overflow structure on the Eckman Slough Section of the Alsea Highway in Lincoln County.

The contract was bid September 12, 1957, awarded October 25, 1957, work started September 30, 1957, and the project was completed September 4, 1958.

The contractor started building the detour around the concrete overflow structure at station 38+75 on September 30, 1957 with one 1/2-cubic yard shovel, two trucks, and one HD-5 cat and dozer which required approximately three days. The State forces oiled this section.

Work was resumed December 10, 1957. Excavating for the overflow structure required three days using one 1/2-cubic yard dragline shovel sidecasting the material. Work was started immediately on building the forms and placing the steel. This structure was built in two stages. After stage one was completed and traffic restored, work started on the excavation of stage two removing the balance of the excavation including the detour. The structure was completed approximately March 1, 1958.

The contractor started the borrow excavation on May 5, 1958 with one 3/4-cubic yard shovel, three hired trucks, and one D-6 cat and dozer on the fill. During the grading process, riprap rock was placed on the slopes of the fill to prevent erosion. The riprap rock was purchased from the Kauffman quarry located on the southerly side of the highway up the Eckman Slough. The material was loaded into hired trucks by Kauffman Crushing Company and was handled on the fill by a D-6 cat and dozer. The base and the 3/4-0 rock was purchased at the same place as the riprap and hauled with hired trucks.

The 60" corregated metal culvert pipe arrived approximately May 19th and excavation for this pipe started May 20th. The first 10-feet of pipe was laid May 28th and 29th. Progress was slow due to tide conditions, the pipe being installed only at low tide. The contractor drove two pilings which supported a 60" metal headgate that was placed on the slough end of the pipe to keep the salt water out of the slough. Good progress was made on the headgate and the balance of the 60" pipe.

The removal of the bridge was done by Harvey Zeek for the bid price, the contractor realizing a very good profit. It required approximately ten days to remove the bridge. After the bridge removal, the balance of borrow excavation and rock was placed by the contractor. The work was stopped for three weeks due to the strike.

The contractor oiled the roadbed with his own equipment and also placed

Remarks Cont'd:

the guard rail and sight posts.

The contractor had good bid prices, good equipment, and supervision realizing a very good profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

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DEC 1 1958
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*file*

OREGON STATE HIGHWAY DEPARTMENT
(date)

**November 26, 1958**

|  |  |  |  |
|---|---|---|---|
| S 229(5)<br>~~(CONTRACT NO.)~~ | (EST. NO.) | (CONTRACTOR) |  |
| 5058 | 9 - final | Pacific Concrete Co., & Parker & Fahrman Co. |  |
| ~~(VOUCHER NO.)~~ | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 27596 | W 229510 | $ 1,918.30 | Nov. 26, 1958 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weisenhaus
ACCOUNTING DIVISION

---

Specified completion date: **110 workdays from Nov. 4, 1957**

Time Extensions: **None**

Completion Date: **Sept. 4, 1958**

Date Accepted: **Sept. 11, 1958**

Penalties: **None of record**

Claims: **None of record**

Remarks:

---

Date: **Nov. 28, 1958**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
H. B. Glaisyer
Secretary

Warrant Mailed:

[illegible]

jc

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S 229 (5)

[illegible]

November 20, 1958

Pacific Concrete Company &
Parker and Schram Company
P. O. Box 7643
Portland 20, Oregon

Attention: Mr. Olin F. Jordan, Jr.

Gentlemen:

Reference is made to your letter of November 14, 1958, regarding the deductions on the final estimate of contract No. 5058, Boone Slough Section in Lincoln County, of aggregates under Item No. 40, Furnishing and Placing Aggregates.

A further check has been made of records submitted by the Resident Engineer for this item, and the quantity of 99 cubic yards as per the semi-final estimate, verified. Final estimate quantities were 69.3 cubic yards.

A post-final estimate is being prepared to reimburse you for the shortage of 29.7 cubic yards.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CC: Tom Edwards
C. B. Hudson
J. R. Walker

A

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NOV 21 1958
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S239 (5)

November 20, 1958

Pacific Concrete Company &
Parker and Fuhrman Company
P. O. Box 7643
Portland 40, Oregon

Attention: Mr. Olin P. Jordan, Jr.

Gentlemen:

Reference is made to your letter of November 14, 1958, regarding the deductions on the final estimate of contract No. 5058, Holman Slough Section in Lincoln County, of aggregates under Item No. 20, Furnishing and Placing Aggregates.

A further check has been made of records submitted by the Resident Engineer for this item, and the quantity of 99 cubic yards as per the semi-final estimate, verified. Final estimate quantities were 69.3 cubic yards.

A post-final estimate is being prepared to reimburse you for the shortage of 29.7 cubic yards.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CC: Tom Edwards
G. H. Watson
J. D. Walker

PACIFIC CONCRETE COMPANY
P.O. BOX 7648
PORTLAND 20, OREGON

November 14, 1958

COPY

Oregon State Highway Dept.
Salem, Oregon

Re: Eckman Slough Section
Alsea Highway
Contract No. 5058 - final
Item No. 20 Furnish & Place Aggregates

Gentlemen:

Please explain the deduction of 30 cubic yards on the above item. We have tickets for the yardage as appeared in the previous estimate.

Sincerely yours,

PACIFIC CONCRETE COMPANY &
PARKER & FUHRMAN COMPANY

Otis P. Jordan, Jr.

OPJ:jr

The voucher was signed.
DBJ

Send copy of [illegible] to Accounting

99 cu yds Ck
[illegible]

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| |
|---|
| [illegible] |
| |
| 5058 |

Nov. 5, 1958

**CERTIFIED MAIL**

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 5058, for grading and oiling on the Eckman Slough Section of the Alsea Highway in Lincoln County was completed by the contractor, Pacific Concrete Co., and Parker & Fuhrman Co., on Sept. 4, 1958, and was formally accepted by the Highway Commission on Sept. 11, 1958.

Final payment in the amount of $1,918.30 will be released to the contractor on or after November 15, 1958. The total contract amount is $68,592.02, of which amount $2,012.83 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

om

cc: Amerata & Schram
520 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD
om

Form E-1—1084

21-1047

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 6, 1958

Section Eckman Slough

Highway Alsea County Lincoln

Contractor Pacific Conc. & Parker & Fuhrman Co.

Date of contract October 25, 1957

Date work started Sept. 30, 1957

Project authorization . . . . . $ 78,661.58

Exclusive of engineering . . . . $ 73,067.87

Kind of work Grading & Oiling

Section prefix 21-1047

Contract number 5058

Specified work days 110

Work days used 58

Per cent of time elapsed 52.7 %

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . . . $ 69,027.01

Estimated per cent underrun . . . . . . . . . . . 5.1 %

Per cent of contract completed, based on total contract price . . . . . . . . 100 %

Engineering authorization . . . . $ 5,593.71

Engineering cost to date $ 5,378.38, 96.2 %

Date project was completed Sept. 4, 1958, 19

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed placing 106 cu. yds. of rip rap on the bay side of the road Tuesday.

Guard Rail was painted Thursday Sept. 4.

Project complete.

J. D. Walker over Project Sept. 4, 1958

Semi Final Estimate to be sent in next week, if bill for Flagging received from the contractor.

Last report on this project.

CONSTRUCTION DIVISION
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NOTED
C. E. PAULSEN

Signed R. F. Lytle

Address Box 37, Newport, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 0.16 | 0.16 | | 0.16 | |
| Miles partially completed | | | | | |
| Miles completed | 0.16 | 0.16 | | 0.16 | |
| Total estimated quantities (contract) | 24,300 | 3,420 | | 150 | |
| Total quantities corrected to date | 17,486.8 | 3,269 | | 121 | |
| Estimated quantities moved or placed to date | 17,486.8 | 3,269 | | 121 | |
| Average daily quantities | 100 | | | | |
| Average daily quantities necessary to complete project on time | 0 | 0 | | 0 | |
| Number shifts per day | 1 | | | | |
| Hours per shift | 4 | | | | |
| Average force on project for week | 3 | | | | |

Men

Supervision 1

Men and trucks under 3 tons 2

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels 1, Power graders 1, Rollers ........., Mixers ........., Crushing or screening plants .........

Compressors ..........., Bulldozers ..........., Compaction rollers ..........., . . . . ..........., . . . . ..........., . . . . ...........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair | | |
| Monday | Fair | | |
| Tuesday | Fair | | |
| Wednesday | Fair | | |
| Thursday | Fair | | |
| Friday | Fair | | |
| Saturday | | | |

Contract 5058

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| | | |
|---|---|---|
| Monthly Transaction No.<br>3-26 | For<br>(5-29-57)<br>U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | Oregon |
| Project Report No.<br>3<br>S-229(5) | **FEDERAL-AID PROJECT AGREEMENT** | County<br>Lincoln |
| | | Project No.<br>S-229(5) |

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Eckman Slough Section, from approx. 2.3 miles east of junction FA-2 east approx. 0.16 mile (SH-27).

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | 8/28/57 | - |
| Rights-of-Way | | |
| Construction | 8/28/57 | 0.2 |
| Other *(Specify)* | | |

FUNDS

| | |
|---|---|
| Estimated total cost of project<br>$ 69,871.42 | Federal funds<br>$ $43,000.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(title)

By
Member, State Highway Commission
(title)

By
Member, State Highway Commission
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
Division Engineer

Date executed by
Division Engineer March 4, 1958

RECOMMENDED FOR APPROVAL
STATE HIGHWAY ENGINEER

USComm-DC 11169

# PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Eckman Slough Section
Alsea Highway
Lincoln County

NATURE OF WORK:

Grade and Oil Mat Surfacing

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5058 5058 Pacific Concrete Co. &
Parker& Fuhrman Co. 10-23-57

DATE OF COMPLETION: 110 Workdays from 11-4-57

REMARKS:

Oregon State Highway Department

Federal Aid
Project No. S-229(5)

# ECKMAN SLOUGH SECTION OF THE ALSEA HIGHWAY

## IN LINCOLN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon December 31, 1957

Type Code P.E.
Preliminary Engineering $ 3,000.00

Type Code 5231
Roadway (Sta. 38+00 to 46+40)(Contract No. 5058)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | | $ 1,200.00 |
| Removal of Bridge | All | Required | | 7,700.00 |
| Special Borrow Excavation, Unclassified | 225,000 | cu. yds. | $ .64 | 14,400.00 |
| Loose Riprap | 2,700 | cu. yds. | 3.00 | 8,100.00 |
| Metal Guard Rail | 550 | lin. ft. | 3.00 | 1,650.00 |
| Metal Sight Posts | 6 | only | 3.00 | 18.00 |
| Coarse Crushed Material in Base | 2,900 | cu. yds. | 2.90 | 8,410.00 |
| 3/4" - 0 Material in Base | 520 | cu. yds. | 4.00 | 2,080.00 |
| Sprinkling | 120 | M-gals. | 3.00 | 360.00 |
| 3/4" - 0 Material in Binder Course | 40 | cu. yds. | 5.50 | 220.00 |
| Furnishing and Placing Aggregates | 110 | cu. yds. | 5.50 | 605.00 |
| 200-300 Asphalt | 15 | tons | 65.00 | 975.00 |
| | Subtotal | | | $ 45,718.00 |
| | 10% Engr. & Cont. | | | 4,571.80 |
| | Total | | | $ 50,289.80 |

Type Code X028
Structure (Sta. 38+47 to 38+00)(Contract No. 5058)

| | | | | |
|---|---|---|---|---|
| Drainage Excavation, Unclassified | 50 | cu. yds. | $ 7.00 | $ 350.00 |
| General Excavation, Unclassified | 1,800 | cu. yds. | .75 | 1,350.00 |
| Class "A" Concrete | 180 | cu. yds. | 57.70 | 10,386.00 |
| Metal Reinforcement | 22,300 | lbs. | .134 | 2,988.20 |
| | Subtotal | | | $15,074.20 |
| | 10% Engr. & Cont. | | | 1,507.42 |
| | Total | | | $16,581.62 |

| | |
|---|---|
| Length of Roadway | 0.149 miles |
| Length of 1 Bridge | 0.010 mile |
| Total Length | 0.159 mile |
| Cost per mile Roadway | $337,515.43 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 3,000.00 | $ 1,800.00 | $1,200.00 |
| Roadway | 50,289.80 | 31,000.00 | 19,289.80 |
| Structure | 16,581.62 | 10,200.00 | 6,381.62 |
| | $69,871.42 | $43,000.00 | $26,871.42 |

Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939
Funds for Maint.: Chap. 529, laws, 1939

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FEB 26 1958
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February 26, 1958

Mr. Vance Taylor
544 South Third Street
Corvallis, Oregon

Dear Mr. Taylor:

With further reference to your letter of February 14, 1958, requesting information concerning the Eckman Bridge fill east of Waldport on the Alsea Highway, I asked our Office Engineer to check into the matter and he advises me as follows:

The low water level of the lake is elevation 6.0 mean sea level. The lake will be about 2,000 feet long and about 1,300 feet wide, and will occupy an area in excess of 60 acres.

A gated culvert will be constructed to permit the draining of the lake to an elevation of -2.0 mean sea level and the concrete overflow culvert will have a waterway 3.02 feet by 5.02 feet.

The length of the new fill to be constructed between the ends of the old highway fills will be 510 feet long and the length of the fill including the old highway fills will be 1,300 feet long. The cost of the project is estimated at $80,000.

The contract for the construction of the project which includes grading and oiling work, was awarded by the State Highway Commission on October 23, 1957, to Pacific Concrete Company and Parker & Fuhrman Company, whose address is 10401 Northeast Marx Street, Portland 20, Oregon. The amount of the contract was $68,421.40. The contract specified that all work in connection with the project should be completed within 110 work days, starting from November 4, 1947. I enclose a set of plans of the project showing details of the construction which I thought might be of interest to you.

You are to be complimented on promoting this project and I think your friends have the right idea in naming the lake for you, as its sponsor. I hope that the name will be perpetuated.

It was nice to have had a little talk with you at the public hearing in Corvallis. I am sorry that it could not have been a longer one.

With kindest personal regards, I remain,

Sincerely yours,

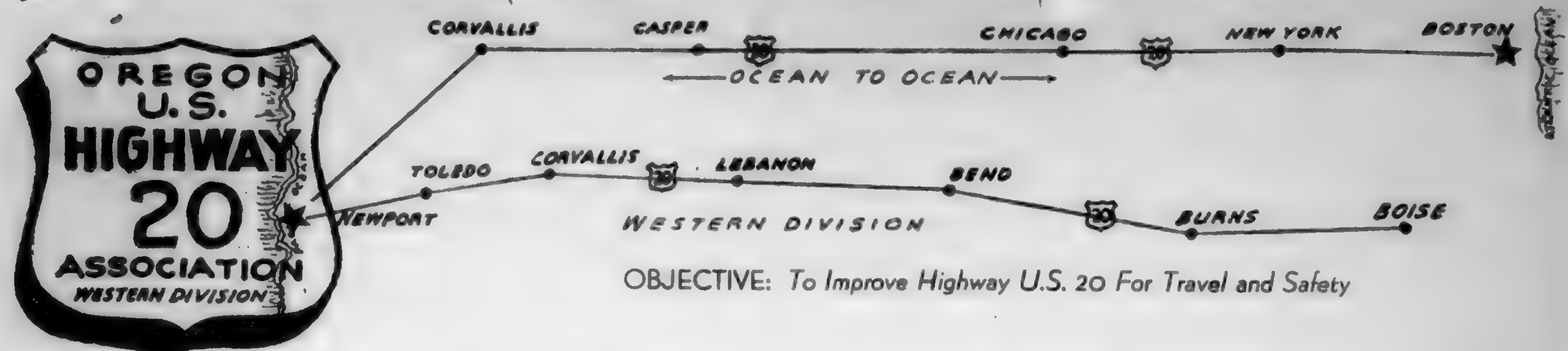
Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

Enclosure

U.S. 20 CENTRAL and SHORTEST ALL-WEATHER HIGHWAY ACROSS THE U.S. — PACIFIC TO ATLANTIC

OREGON U.S. HIGHWAY 20 ASSOCIATION WESTERN DIVISION



OBJECTIVE: *To Improve Highway U.S. 20 For Travel and Safety*

VANCE A. TAYLOR, PRESIDENT
CORVALLIS, OREGON
F. E. GILKIE, FIRST VICE PRESIDENT
NEWPORT, OREGON
REESE ESGOR, SECOND VICE PRESIDENT
FOSTER, ORGON
WILLIAM NISKANEN, THIRD VICE PRESIDENT
BEND, OREGON
JAMES HOWES, SECRETARY-TREASURER
NEWPORT, OREGON

**DIRECTORS**

LINCOLN COUNTY
THOMAS S. SKELLON, COUNTY JUDGE
LEONARD T. GRANT, COUNTY COMMISSIONER
RAY COX, COUNTY COMMISSIONER
MEL HAMMERNESS, DIRECTOR
KURT KIESOW, DIRECTOR
FRANK UPDIKE, DIRECTOR
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BENTON COUNTY
GEORGE I. MCBEE, COUNTY JUDGE
WALTER SCHMIDT, COMMISSIONER
AUDREY BOND, COMMISSIONER
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LINN COUNTY
E. G. ARNOLD, COUNTY JUDGE
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HARNEY COUNTY
C. W. CRADDOCK, COUNTY JUDGE
T. E. JENKINS, COMMISSIONER
LEE WILLIAMS, COMMISSIONER
JAMES MCCULLOCH, DIRECTOR

MALHEUR COUNTY
S. STANTON, COUNTY JUDGE
A. P. GOODELL, COMMISSIONER
G. A. NASTERSON, COMMISSIONER

Feb. I4th 58

Mr Glaisyer.
Dear Mr Glaisyer;

Reference to Eckman bridge fill east of Waldport can you get me th dope for paper news on this projectlength of fill cost of Bridge, size of lake and any other news of the Ofthe Project, that would make interesting reading.

I have a summer home in Waldport and this has been one of my pet projects I worked over two years on this and am very happy that this is going through and thank the Commissio n for getting this in reality ,had quite battle on this project as seems most of the folks in Waldport had property on the other lake in the City limits, Ihad one of your park men go over there and would not O.K. ther lake so got this one through,I get a lot of kidding over now as they call it Taylor lake ,I sure this is going to be a grand thing for Waldport;

If you can get me all of the dope you can on this project it will be much appriacted.

Yours Truly
Vance Taylor
Vance Taylor
544 S 3St.
Corvallis Oreg

RECEIVED
FEB 17 1958
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
JAN 31 1958

FOR FILING

S-229(5)

5-58

08-35

December 27, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Order for State Force Work No. 273 dated October 29, 1957 - Oiling detour Eckman Slough Section, Alsea Highway in Lincoln County - Oregon Project S-229(5)

Dear Sir:

Returned herewith are copies of subject order and letter requesting Federal participation.

Participation is not considered to be justified for this work, particularly since this is a Secondary project.

Furthermore, we remind you that all orders for State force work must be submitted in a report to Congress, accompanied by a finding in the public interest, and that these findings must bear the close scrutiny of legislative committees.

As stated above, it is not felt that adequate justification exists to perform this work on a State force basis.

Very truly yours,

C. G. POLK
Division Engineer

Encls.

Original to SHD

RECEIVED
NOV 12 1957
FOR FILING

November 7, 1957

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 273 covering oiling detour on the Eckman Slough Section of the Alsea Highway in Lincoln County, Contract No. 5058, in connection with Federal Aid Project No. S-229(5).

This work was an anticipated item of the contract. It is necessary to put the detour in use before the construction can proceed. The contractor will not have oiling equipment on the job until next year. A state maintenance crew is available to do the work at much less cost than to have the contractor move his equipment on and off the job for the small amount of work. Your approval of this order on force account basis using state forces is, therefore, requested. Equipment rental rates will conform to the established schedule.

The total estimated amount of this order is $500.00 with Federal participation of $300.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]P:cr

RECEIVED
OCT 28 1957
FOR FILING

October 25, 1957

Pacific Concrete Co. &
Parker & Fuhrman Co
10401 N. E. Marx St.
Portland, Oregon

Gentlemen:

The State Highway Commission on September 12, 1957, accepted your proposal for grading and oiling on the Eckman Slough Section of the Alsea Highway in Lincoln County for the sum of $68,421.40 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5058.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

cc: Tom Edwards
S. H. Probert
R. G. Savage
Pacific Builder & Engineer, Inc.
Mr. Lowell Richard's

NOTED
J. Mc C.

RECEIVED
SEP 30 1957
FOR FILING

Cross Referenced To:
[illegible]
Traffic &
Sidewalks

September 23, 1957

Cross Referenced To:
Alm
Ore. St of
St Dept
Game

1791
1792

Mr. M. C. James
State Fisheries Director
Oregon State Fish Commission
307 Portland State Office Building
Portland, Oregon

Mr. P. W. Schneider, Director
Oregon State Game Commission
1634 S. W. Alder Street
Portland 8, Oregon

Re: Eckman Slough near
Waldport

Gentlemen:

Our agreement dated June 27, 1957, provides in Section 3, "Things to be Done by the State Highway Commission", that the Commission shall prepare designs, plans, and specifications for a fish ladder to be added to the culvert and present these designs, plans, and specifications to the Fish Commission and to the Game Commission for their approval.

In conformance therewith I am enclosing one copy of the specifications upon which we received bids on September 12, one copy of the plans showing the work to be done under this contract, which does not include the construction of the fish ladder, and one copy of our Drawing 4168A-4, which shows the general plan for the attachment of a fish ladder to one barrel of this culvert at such time as it may become necessary.

We appreciate your early attention to this matter and receipt of your approval of the plans and specifications.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:fn
Encl.

cc Mr. L. R. Kauffman, President
Port of Alsea
Waldport, Oregon

Mr. W. C. Williams

September 23, 1957

Mr. L. E. Kauffman, President
Port of Alsea
Waldport, Oregon

Dear Mr. Kauffman:

Please note the attached letter to the Fish Commission and the Game Commission in fulfillment of the terms of our four-party agreement dated June 27, 1957, covering the Eckman Slough culvert and the possible future fish ladder.

This fish ladder has been worked out following conferences with the Fish Commission and the Game Commission and represents, I believe, the most economical provision that would be considered adequate.

Very truly yours,

W. C. Williams
State Highway Engineer

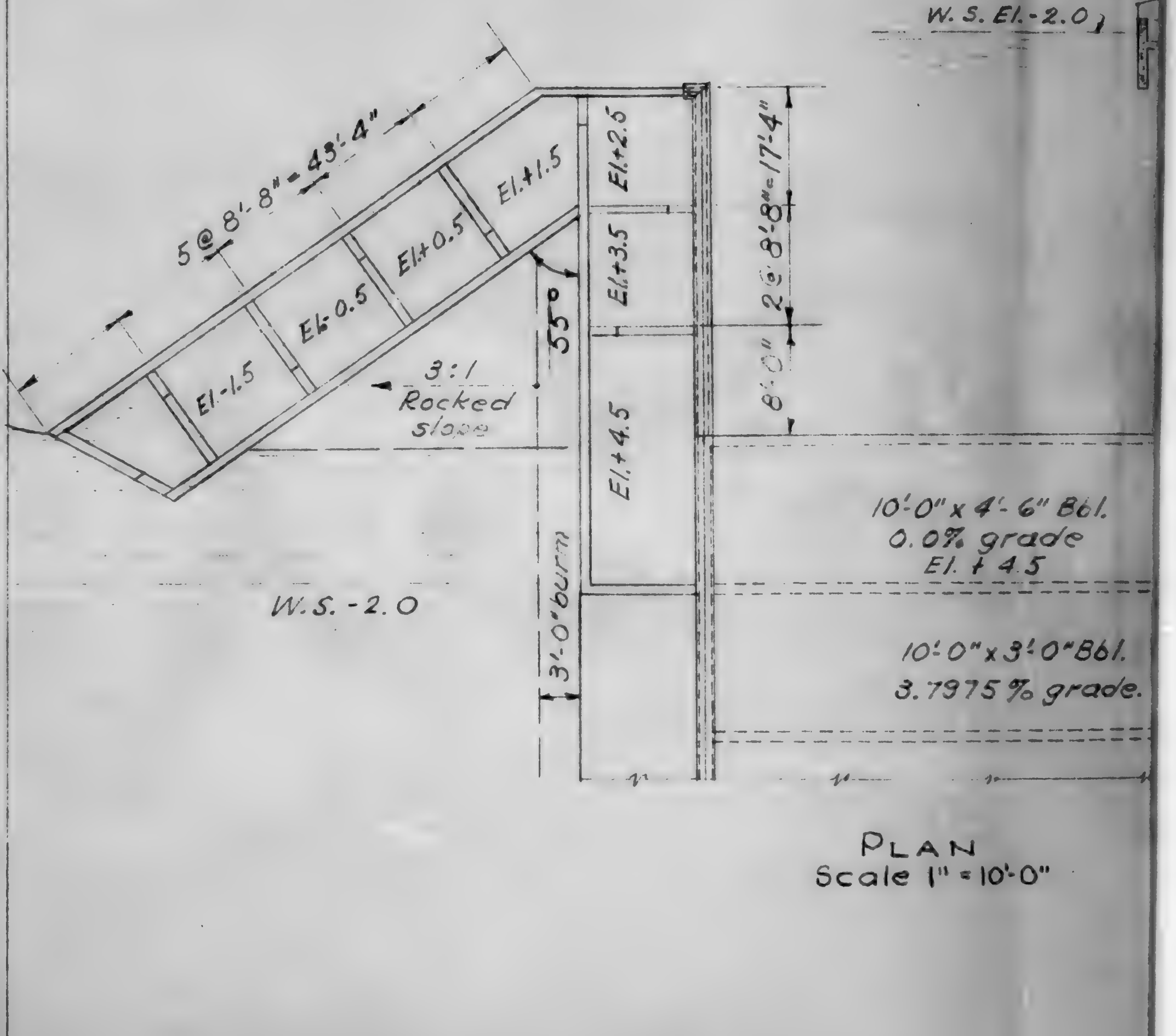
By

G. S. Paxson
Assistant State Highway Engineer

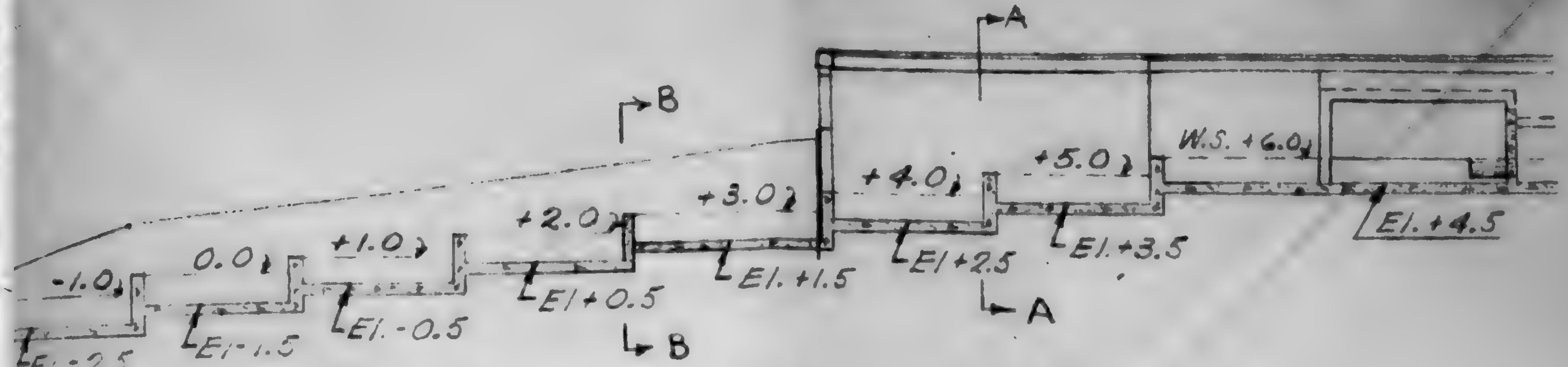
GSP:fn

Encl.

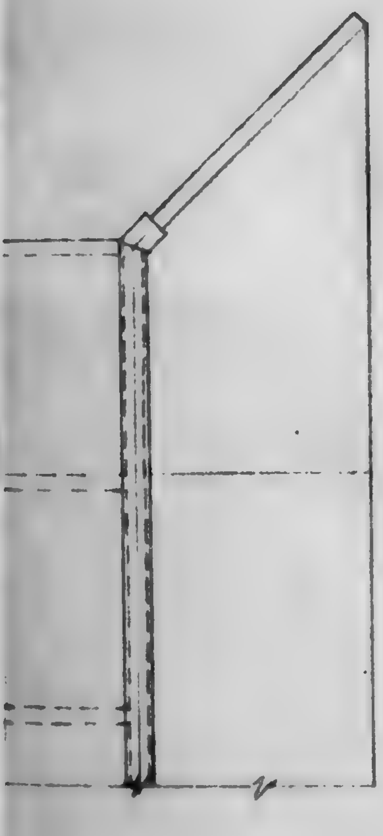
cc Mr. W. C. Williams

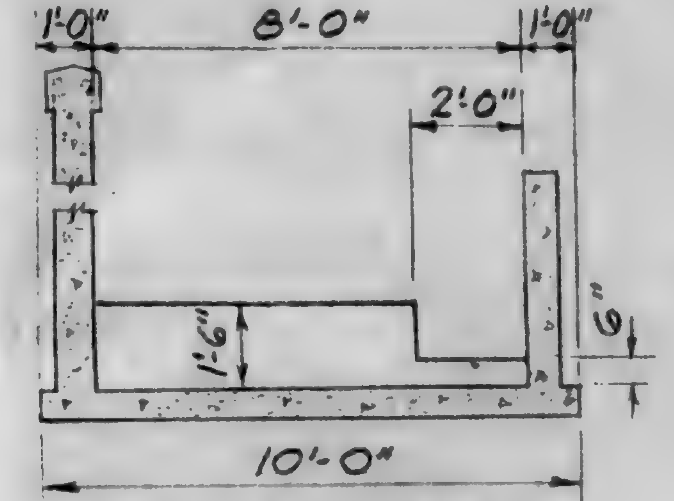

W. S. El. -2.0
5 @ 8'-8" = 43'-4"
El. +1.5
El. +0.5
El. -0.5
El. -1.5
El. +2.5
El. +3.5
El. +4.5
2 @ 8'-8" = 17'-4"
8'-0"
55°
3:1
Rocked slope
W.S. -2.0
3'-0" berm
10'-0" x 4'-6" Bbl.
0.0% grade
El. + 4.5
10'-0" x 3'-0" Bbl.
3.7975 % grade.

PLAN
Scale 1" = 10'-0"

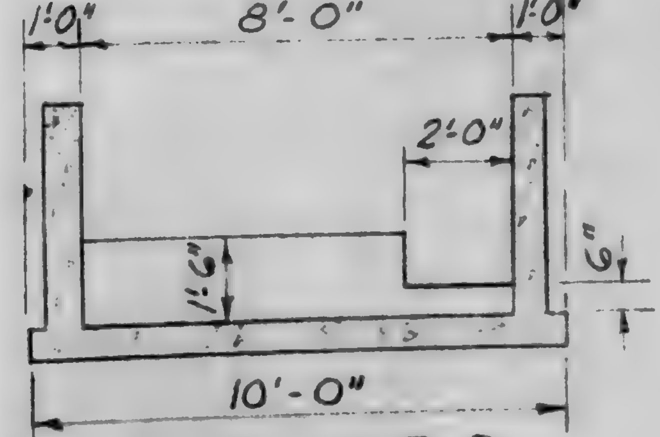

A
B
-1.0
0.0
+1.0
+2.0
+3.0
+4.0
+5.0
W.S. +6.0
El. -2.5
El. -1.5
El. -0.5
El +0.5
El. +1.5
El +2.5
El. +3.5
El. +4.5
A
B

LONGITUDINAL SECTION DEVELOPED




1'-0"
8'-0"
1'-0"
2'-0"
1'-6"
6"
10'-0"

SECTION A-A


1'-0"
8'-0"
1'-0"
2'-0"
1'-6"
6"
10'-0"

SECTION B-B
Scale 1/4" = 1'-0"

OREGON STATE HIGHWAY DEP'T
BRIDGE DIVISION
ECKMAN SLOUGH
FISH LADDER

Approved:—

Bridge Engineer

ALSEA HIGHWAY
SEPT. 18, 1957

LINCOLN COUNTY
BR. No. 4168A
Dwg. No 4168A-A

FORM E-123X 37½M 10-

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
SEP 17 1957
FOR FILING

September 11, 1957

Pioneer Telephone Cooperative
Box 188
Philomath, Oregon

Re: Pioneer Telephone Cooperative
Telephone Line Adjustment
Eckman Slough Section
Alsea Highway
Lincoln County

Gentlemen:

Bids on the above titled project will be received on September 12, 1957, and it appears that some of your facilities must be adjusted due to conflict with the new construction. The adjustment involves the moving of poles at each end of the existing structure so that what has been given to me as the "Stage 1" detour can be constructed and later removed.

Your existing facilities have been placed on State highway right of way under the terms of Permit No. 1259, dated September 28, 1939, so that it will be your obligation to make the necessary adjustments without reimbursement. It is requested that you proceed with the work as promptly as possible.

Further details may be secured from Mr. Richard Lytle, Box 37, Newport, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RH
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. J. D. Walker
Mr. Richard Lytle
Mr. F. W. Farrar

NOTED

RECEIVED
SEP 11 1957
OFFICE OF
STATE [illegible] ENGINEER

FORM E-123X 37½M 10-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
SEP 17 1957
FOR FILING
F 22712

September 11, 1957

Central Lincoln Peoples' Utility District
204 S.E. Coast Highway
Newport, Oregon

Re: Central Lincoln P.U.D.
Power Line Adjustment
Eckman Slough Section
Alsea Highway
Lincoln County

Gentlemen:

Bids on the above titled project will be received on September 12, 1957, and it appears that some of your facilities must be adjusted due to conflict with the new construction. The adjustment involves the moving of poles at each end of the existing structure so that what has been given to me as the "Stage 2" detour can be constructed and later removed.

Your existing facilities have been placed on State highway right of way under the terms of Permit No. 790, dated July 11, 1935, so that it will be your obligation to make the necessary adjustments without reimbursement. It is requested that you proceed with the work as promptly as possible.

Further details may be secured from Mr. Richard Lytle, Box 37, Newport, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. J. D. Walker
Mr. Richard Lytle
Mr. F. W. Farrar

NOTED
[illegible]

RECEIVED
SEP 11 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 5 - 1957
FOR FILING

[illegible] 08-35

Cross Referenced To:
Maint
Traffic's
[illegible]

Cross Referenced To:
Adm
[illegible]
[illegible]

September 3, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

The Eckman Slough Section project, Item 465, Project S-229 (5) is approved for participation in Federal-aid secondary funds effective August 28, 1957 based on statements contained in your August 27, 1957 letter.

Item 465, as approved, covers improvement on 0.16 miles of roadway and bridges at a total estimated cost of $73,000. We have assumed that Federal Aid Secondary funds in the amount of $43,800 will be requested for the preliminary engineering and construction phases of the project. The unprogramed balance of these funds, according to our records after providing for the approved item, is $5,137,373.93.

Copies of the PR-1 forms for Project S-229(5) submitted with the forty-eighth program, have been corrected to reflect the revised data. Please correct your records accordingly.

It is expected that the project will be administered in full compliance with your 1954 Secondary Road Plan.

Very truly yours,

C. G. POLK
Division Engineer

NOTED
[illegible] COOPER
Original to [illegible]

RECEIVED
SEP 4 - 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 28 1957
FOR FILING

Cross Referenced To:
Maint
Traffic &
Sidewalks

Cross Referenced To:
Adm.
[illegible]
St. Depts.
Game

August 27, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your June 7, 1957 letter regarding the forty-eighth Federal-aid secondary program. Item 465, Project S-229(5), the Eckman Slough Section, was deferred for reasons stated therein. Your subsequent June 24, 1957 letter indicated that more extensive use should be made of the existing alignment and that any expense for creation of an artificial recreational lake in conjunction with the project should be non-participating.

It is now planned to improve the project on the present alignment in conformance with your suggestions. Otherwise the project will be constructed as described in program item 465. The pipe culvert and headgate, however, will not be included as participating items, conforming with your statement that additional expense for creation of an artificial lake is not eligible for Federal reimbursement.

The change in plan results in the estimated cost to be $70,000 and the length of project 0.16 mile.

We are requesting your approval of the project on the basis of the revised plan described above.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ia

RECEIVED
AUG 15 1957
FOR FILING
[illegible]

Cross Referenced To:
Maint
Traffic &
Sidewalks

Cross Referenced To:
Adm
Ore. St of.
St. Depts.
Dams

Salem, Oregon
August 15, 1957

War Department permit -
Eckman Slough project

Mr. P. M. Stephenson
Bridge Engineer

Herewith the War Department permit covering the Eckman Slough project. This permit was granted on the original line proposed for the embankment. Because of the Bureau's objection, this line will be revised to coincide with the existing road. I have talked with Mr. Kelsey of the Corps of Engineers and he suggests that we go ahead with this work with this permit and, when the work is completed, prepare additional Sheets 2 and 3 showing the revised alignment and submit them to the Corps of Engineers so that their files may be correct.

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams

RECEIVED
JUL 18 1957
FOR FILING

July 5, 1957

Agenda Item 4-d

Mr. Fred andy
Secretary
Port of Alsea
Waldport, Oregon

MISC. CONTRACTS and
AGREEMENTS No. 1821

Dear Sir:

We are enclosing herewith for the records and files of the Port of Alsea a fully executed copy of an agreement between the State Highway Commission, the State Game Commission, the Fish Commission and the Port of Alsea relieving the State of any liability due to the flooding of land or interference with the passage of fish at the proposed dike at Eckman Slough on the Alsea Highway, east of Waldport.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

P.S. A fully executed copy of the above agreement has been retained in this office for the Commission's files.

REFERRED TO
BY SECRETARY

RECEIVED
JUL 22 1957
FOR FILING

08-35

June 24, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

An inspection of the Eckman Slough, Oregon Project S-229(5), has been made by an engineer from this office with the following conclusions.

The existing timber trestle structure appears to be in good condition and should serve for an estimated eight to ten years without appreciable maintenance.

The present roadway is reasonably adequate with respect to sight distance, surface and width.

You, doubtless, can and will furnish us more justification for this project than initially provided. In any event, however, it is our opinion that the proper location should make full use of the existing roadway rather than use separate alignment. Also, it is our opinion that any expense of the project made for creation of an artificial recreational lake should be non-participating.

Under present circumstances, we find it necessary to defer program approval at this time.

Very truly yours,

C. G. POLK
Division Engineer

Original to
Mr. Probert

NOTED
FORREST COOPER

RECEIVED
JUN 18 1957
FOR FILING
[illegible]
[illegible]

Cross Referenced To:
Maint
Traffic S
Sidewalks

June 17, 1957

Cross Referenced To:
Adm
Ore, St of
St. Depts.
Game Comm

Oregon State Highway Commission

Gentlemen:

We have an old bridge over the mouth of Eckman Slough just east of Waldport on the Alsea Highway which is due for replacement. The local people requested that we build a dike with a culvert at a high level so as to form a fresh-water lake above our highway which they could use for recreational purposes. The costs of building the dike and culvert and of replacing the bridge are approximately equal.

This matter was discussed with you last year. At that time you indicated your approval of our going along with the people in this project. We now have an agreement with the Port of Alsea, the State Fish Commission, and the State Game Commission clearing us from any liability due to the flooding of the land above the structure or of interference with the passage of fish. This agreement has been executed by the three parties and it is recommended that you give it your approval.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson

GSP:gm fn

Telephone WAverly 9-3135

Post Office Box 426

**PIONEER TELEPHONE COOPERATIVE**

PHILOMATH, OREGON

May 29, 1957

G. S. Paxson
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Please refer to your letter dated May 27, 1957, concerning the proposed creation of a lake approximately 6.0 feet (M.S.L.) that would cause our poles to have fresh water standing around them at all times instead of tide water at high tide.

I believe that this fresh water lake will be a beautiful and valuable addition to this community of Waldport and we will do every thing we can to encourage this project.

The fresh water will not damage these poles and by the time they need replacing we will use under ground cable, so you may use this letter as a letter agreement that the Pioneer Telephone Cooperative will not hold the Highway Department responsible for any damage to our poles caused by flooding this area with fresh water.

Very truly yours,

PIONEER TELEPHONE COOPERATIVE

Rodney B. Cummings

Rodney B. Cummings
Manager

RBC:ed

RECEIVED

STATE [illegible]

RECEIVED
MAY 31 1957
FOR FILING

U. S. ARMY ENGINEER DISTRICT, PORTLAND
Corps of Engineers
628 Pittock Block
Portland 5,Oregon

NPPKS-4
NPP 800.6(Eckman Sl.-Dams)-1.

May 28, 1957

## PUBLIC NOTICE

The State of Oregon Highway Department, Salem, Oregon has applied to the Corps of Engineers, Department of the Army, for a permit to construct an earth fill for highway purposes across the entrance of Eckman Slough, a southerly tributary of Alsea River near Waldport, Oregon.

The site for the proposed fill is immediately downstream (north) from the existing highway bridge and trestle crossing Eckman Slough on the Alsea Highway about 2 miles southeasterly from Waldport. The fill will effectively prevent ingress or egress of all types of navigation, but drainage and overflow structures will be provided through the fill.

Maps and plans for the work may be seen in this office.

Letters concerning the effect of the work on navigation are requested from all parties concerned, particularly navigation interests, State and local authorities and civic organizations whose interests may be affected thereby. A public hearing will not be held unless the response to this notice indicates a hearing is needed to develop all pertinent facts. Replies should be mailed to reach this office prior to June 27, 1957.

JACKSON GRAHAM
Colonel, Corps of Engineers
District Engineer

NOTED
FORREST COOPER

RECEIVED
[illegible] 1957
[illegible]
STATE [illegible]

RECEIVED
MAY 29 1957
FOR FILING

[illegible]

May 27, 1957

Pioneer Telephone Cooperative
Box 188
Philomath, Oregon

Re: Eckman Slough Section
Alsea Highway, Lincoln County

Gentlemen:

I am attaching for your use a sketch map of the above named section where the State Highway Department proposes to construct a highway fill to act as a dike to form a fresh-water lake on the southerly side of the highway. It is proposed to create a lake with a normal elevation of approximately 6.0 feet (M.S.L.) and this would cause water to stand at the base of your telephone poles at all times rather than only at high tide as is now the case.

On May 7, 1957, Mr. Robinson, your engineer, indicated to Mr. Baker, our Utilities Liaison Engineer, that this situation would not be objectionable to your company. It is desirable that the State Highway Department have an agreement with you to this effect. An exchange of letters with you stating that you have no objection to the flooding and will not hold the Highway Department responsible for any damage that might be caused to your facilities by such flooding will serve as a satisfactory agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

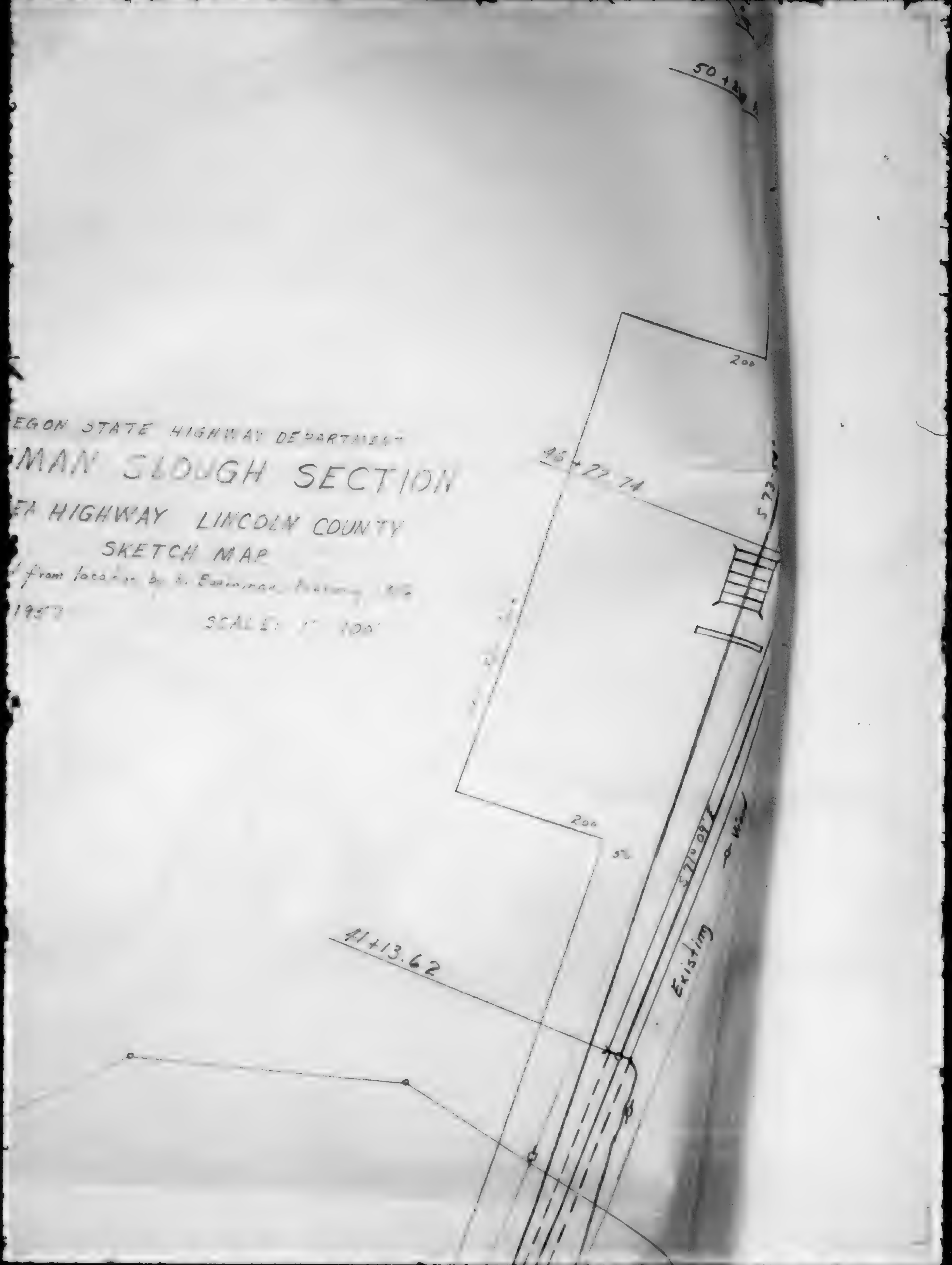
By

G. S. Paxson
Assistant State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards

LHY:jc fn


EGON STATE HIGHWAY DEPARTMENT

MAN SLOUGH SECTION

EA HIGHWAY LINCOLN COUNTY

SKETCH MAP

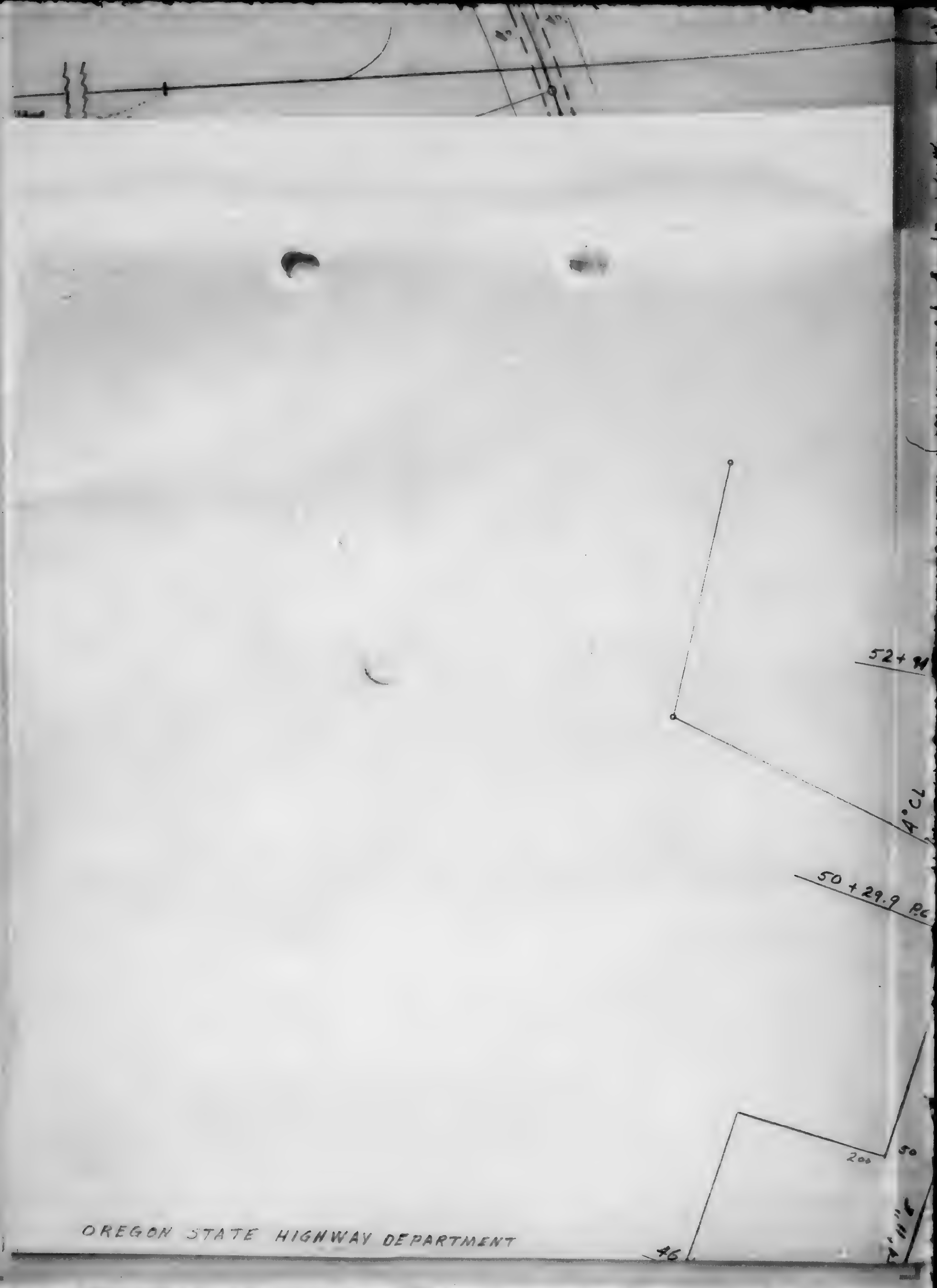
d from location by [illegible]

1957 SCALE: 1" = 100'

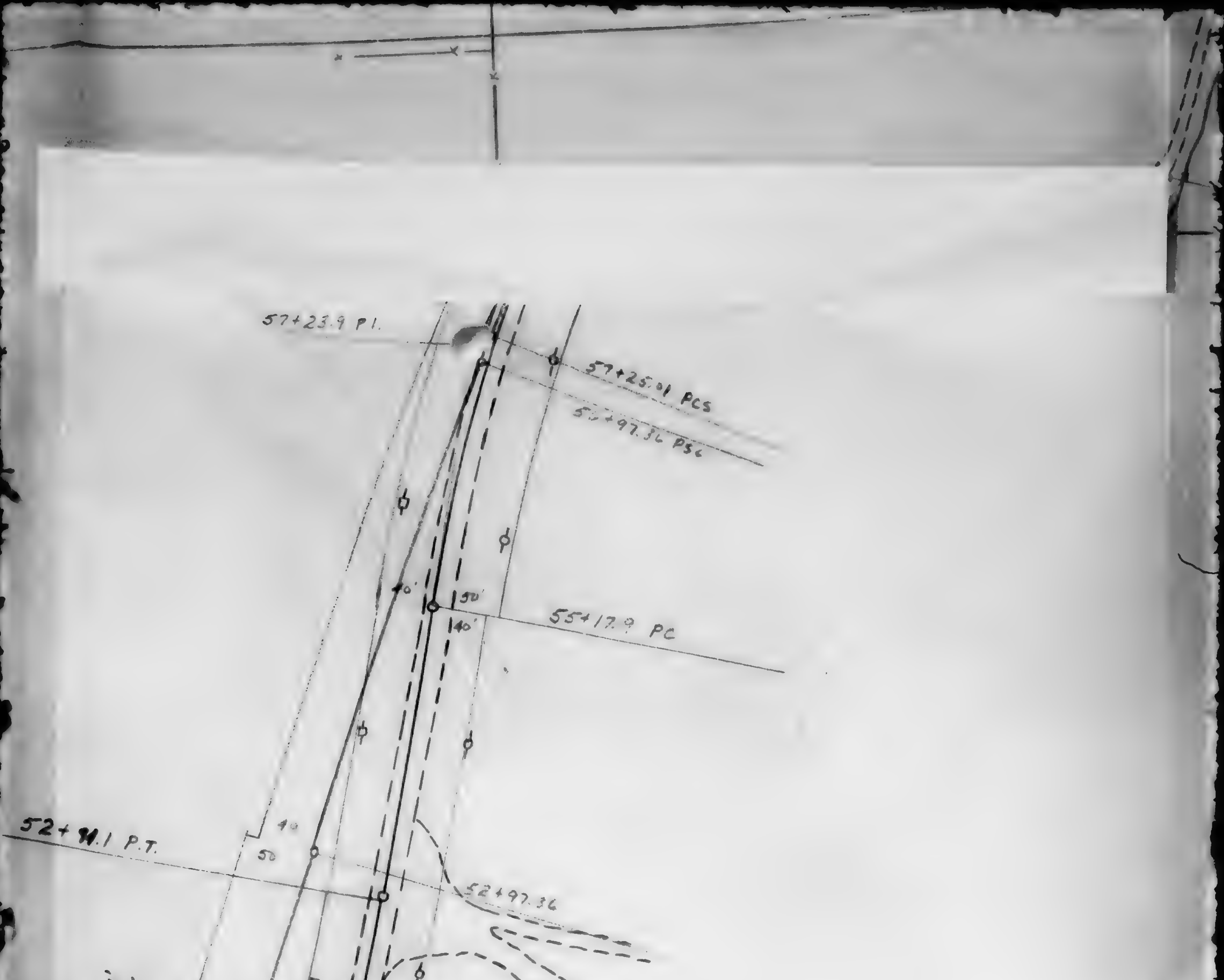
50+2
46+22.74
S 73°
200
200
50
S 71° 09' E
Existing
41+13.62

52+91.
A°CL
50+29.9 P.C.
200
50
46
9'11"

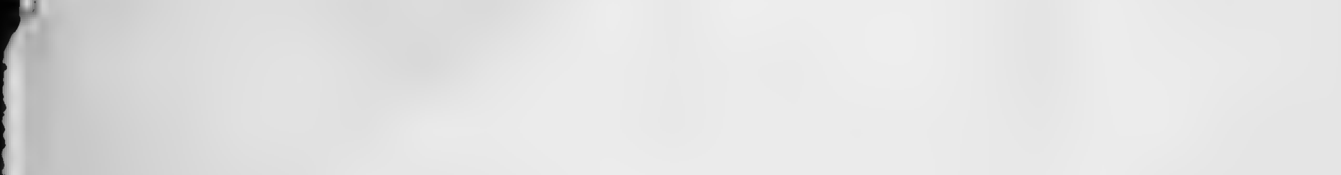
OREGON STATE HIGHWAY DEPARTMENT


52+91
4°CL
50+29.9 P.C
200
50
46
7°11'E

OREGON STATE HIGHWAY DEPARTMENT


57+23.9 P.I.
57+25.01 PCS
5 +97.36 PSC
50'
40'
40'
55+17.9 PC
52+91.1 P.T.
40
50
52+97.36
4°CL
Δ=10°34'
T=132.45
51+59.38 P.I.
29.9 P.C.
50
200
°11'

Approximate 6' contour (MS.L.)
Shed
House


ECKMAN CREEK COUNTY ROAD

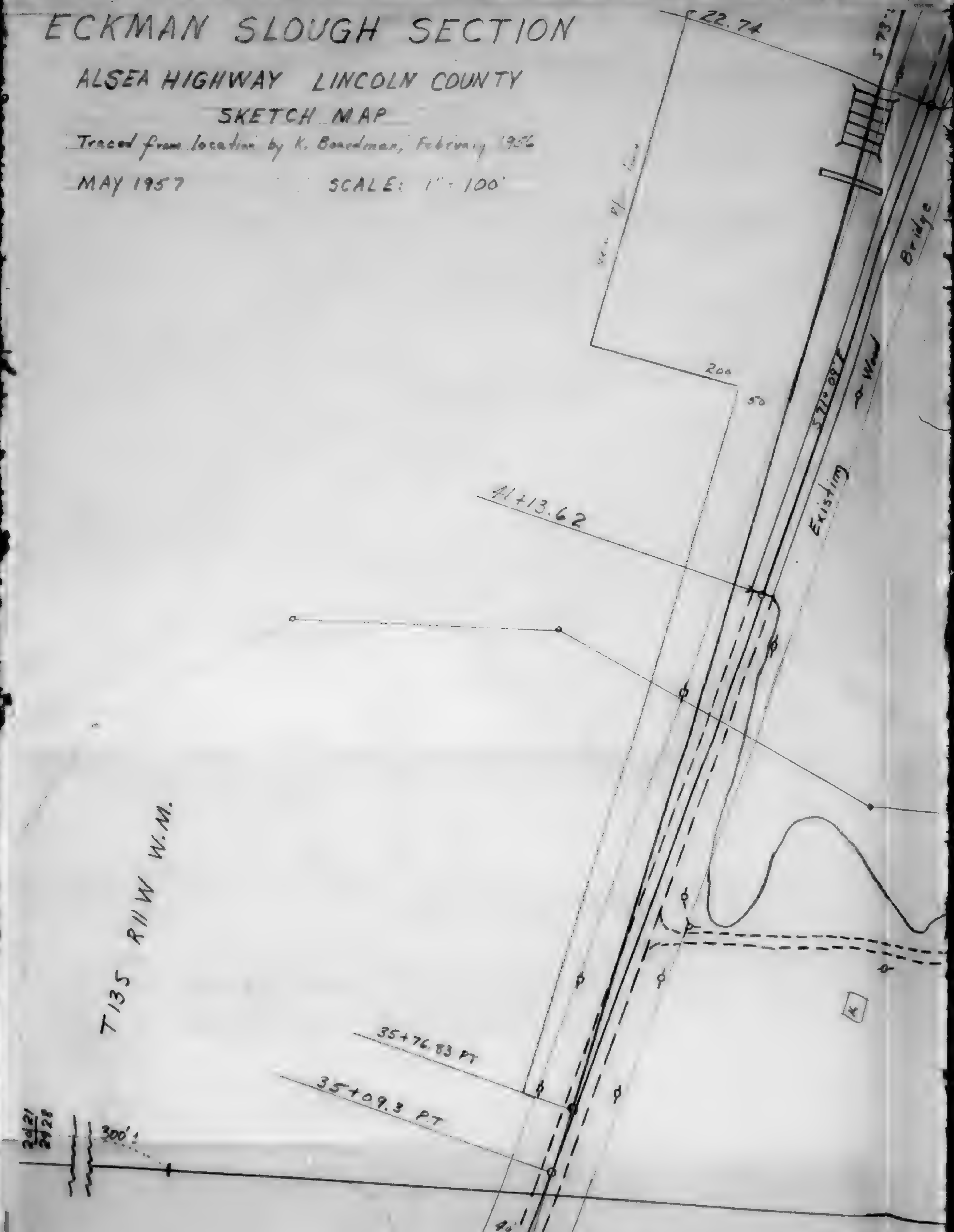
# ECKMAN SLOUGH SECTION

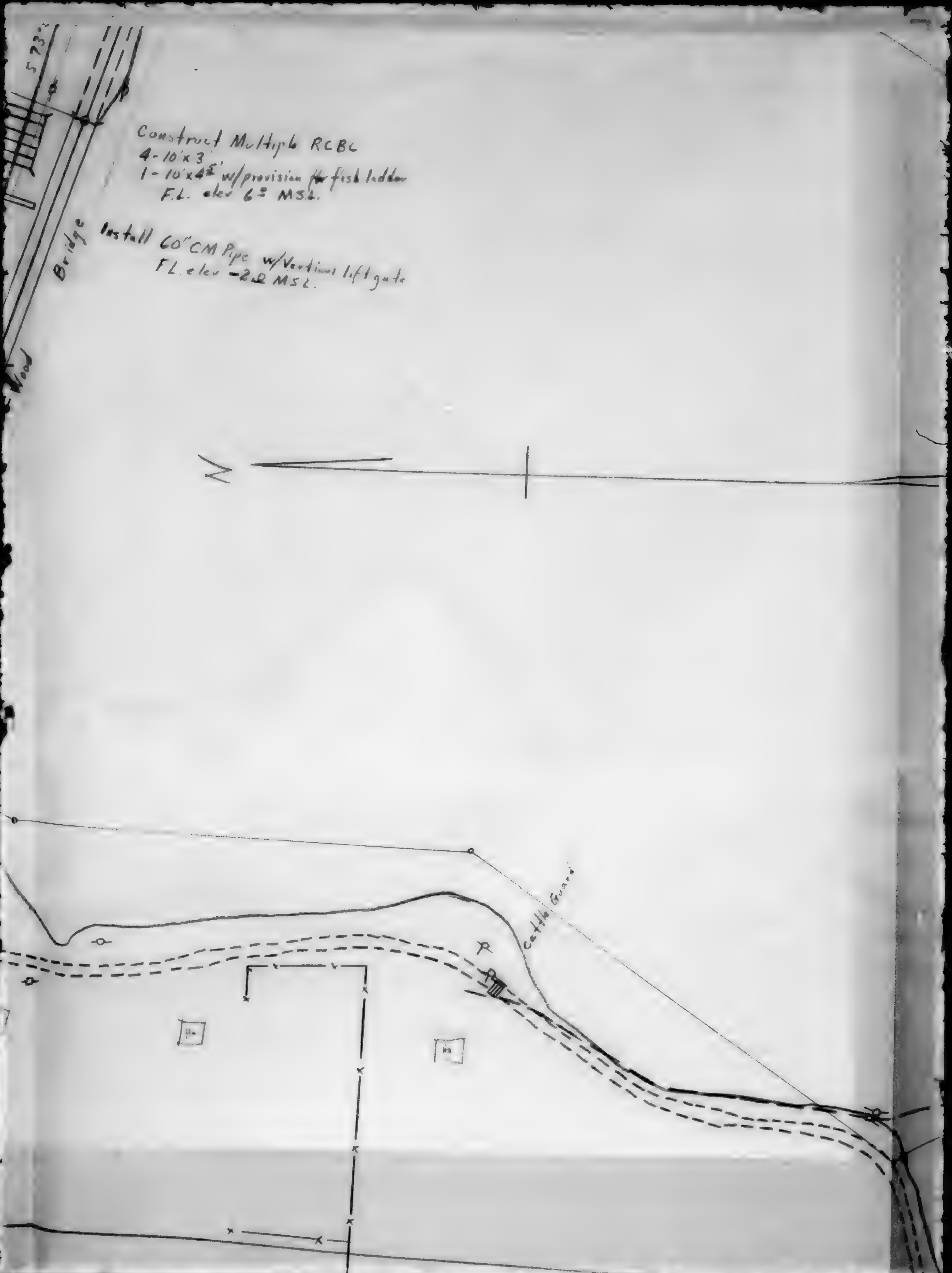
## ALSEA HIGHWAY LINCOLN COUNTY

## SKETCH MAP

Traced from location by K. Boardman, February 1956

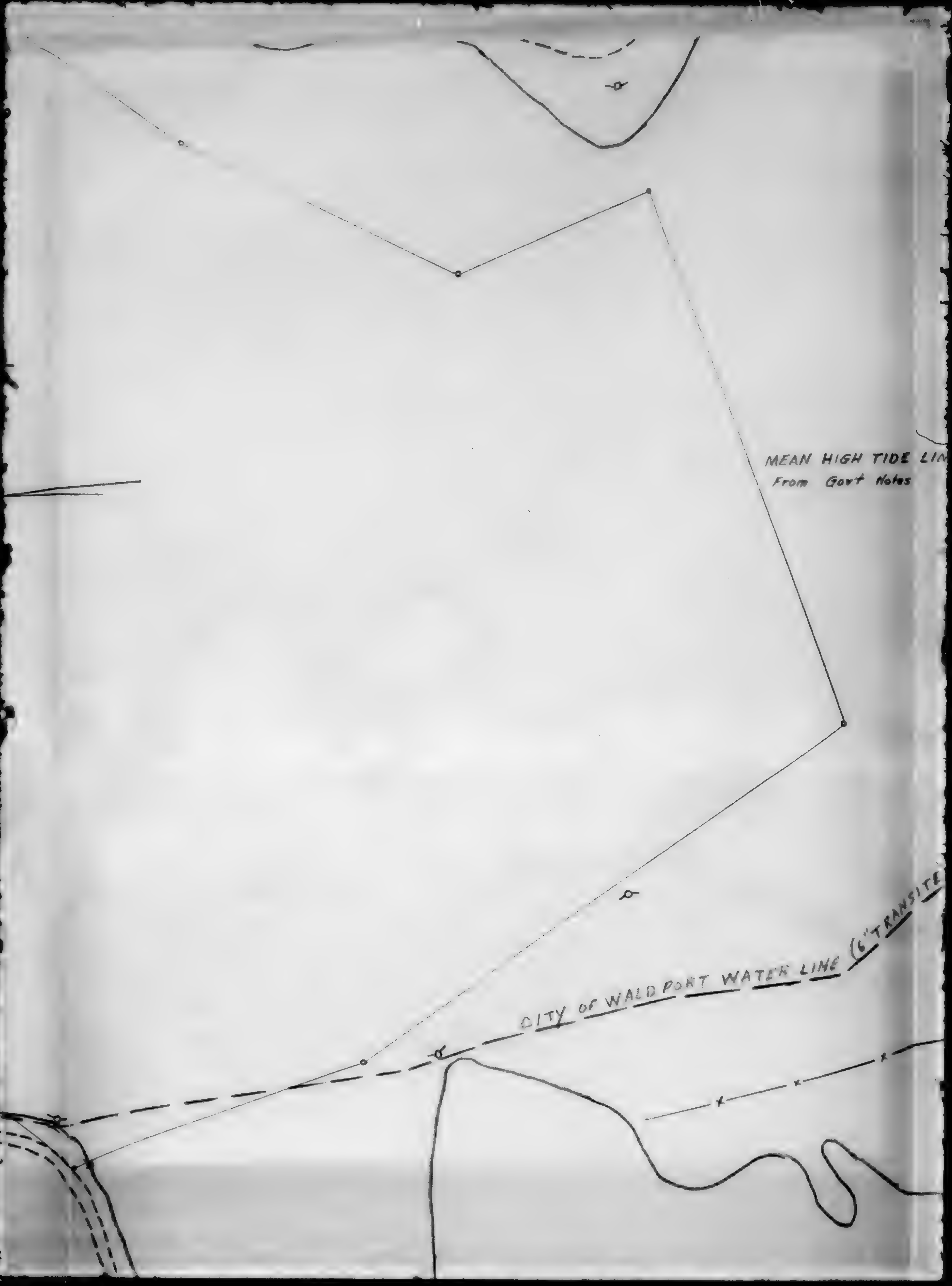
MAY 1957 SCALE: 1" = 100'

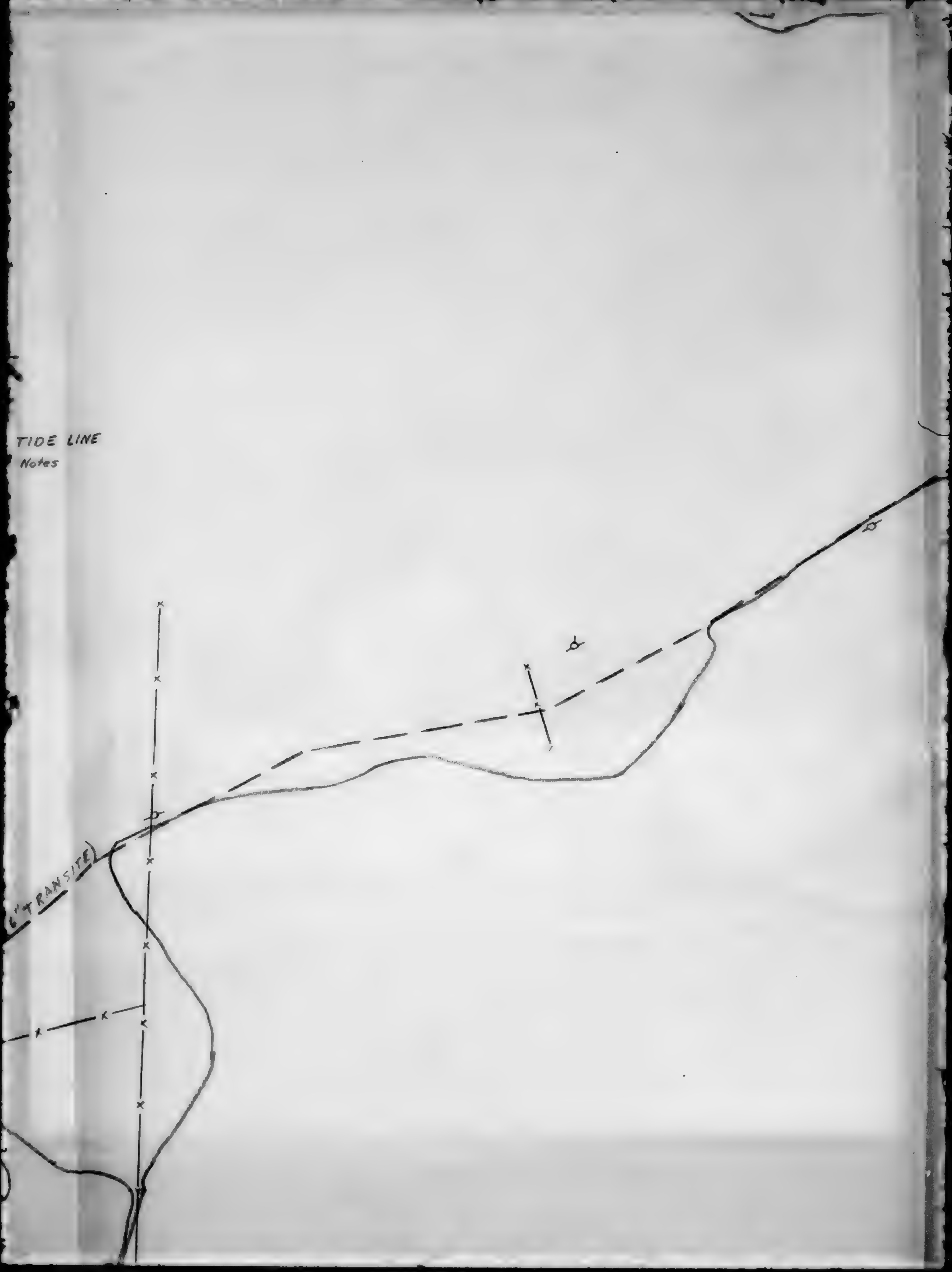

22.74
S 73°
Existing Wood Bridge
200
50
S 21° 09' E
41+13.62
T 13 S R 11 W W.M.
K
35+76.83 PT
35+09.3 P.T
300'±
20 21
29 28
40'
40'

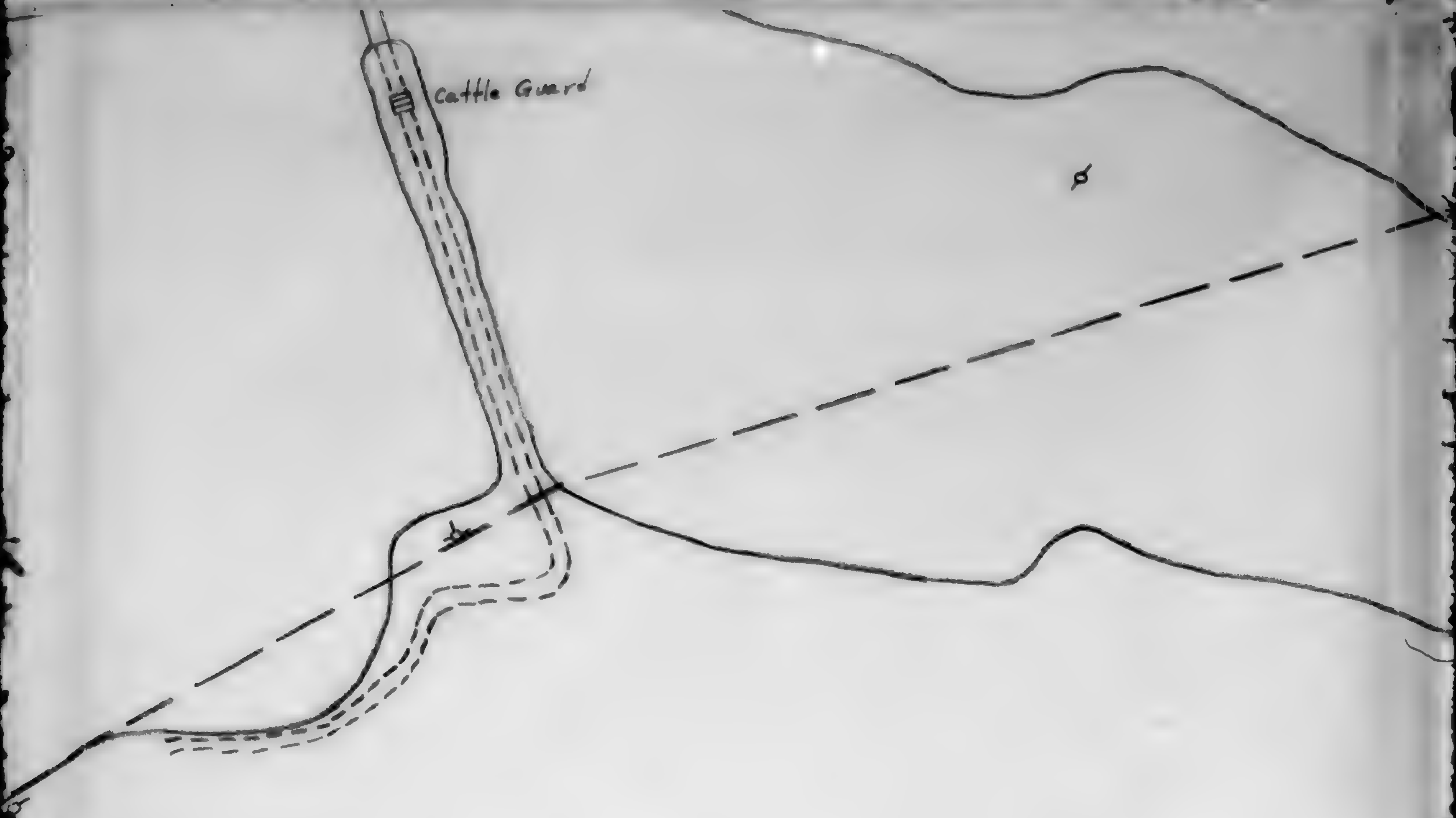

573
Bridge
Wood
N
Cattle Guard

Construct Multiple RCBC
4-10'x3'
1-10'x$4^{\underline{5}}$' w/provision for fish ladder
F.L. elev $6^{\underline{0}}$ MSL.

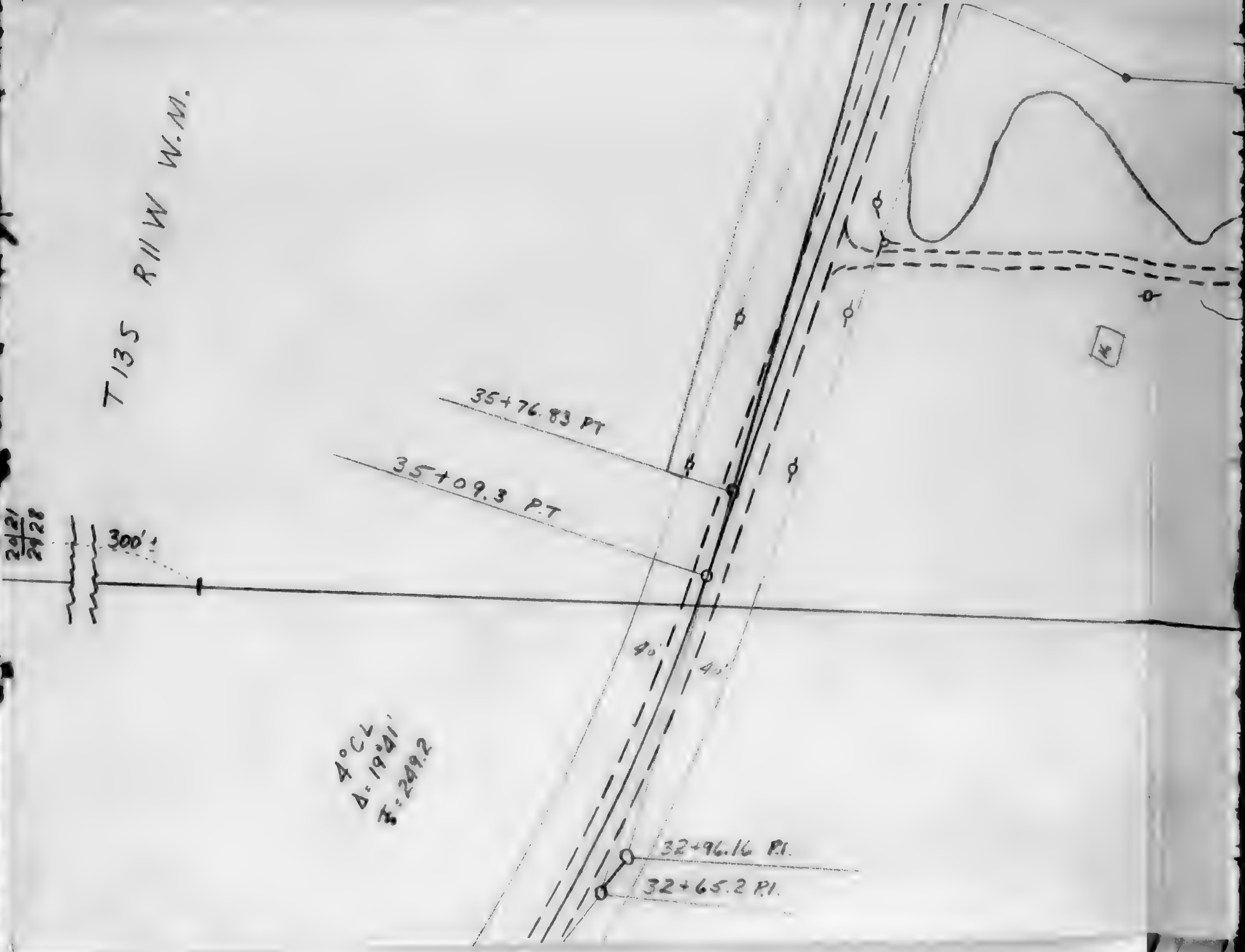
Install 60" CM Pipe w/Vertical lift gate
F.L. elev -2.0 MSL.

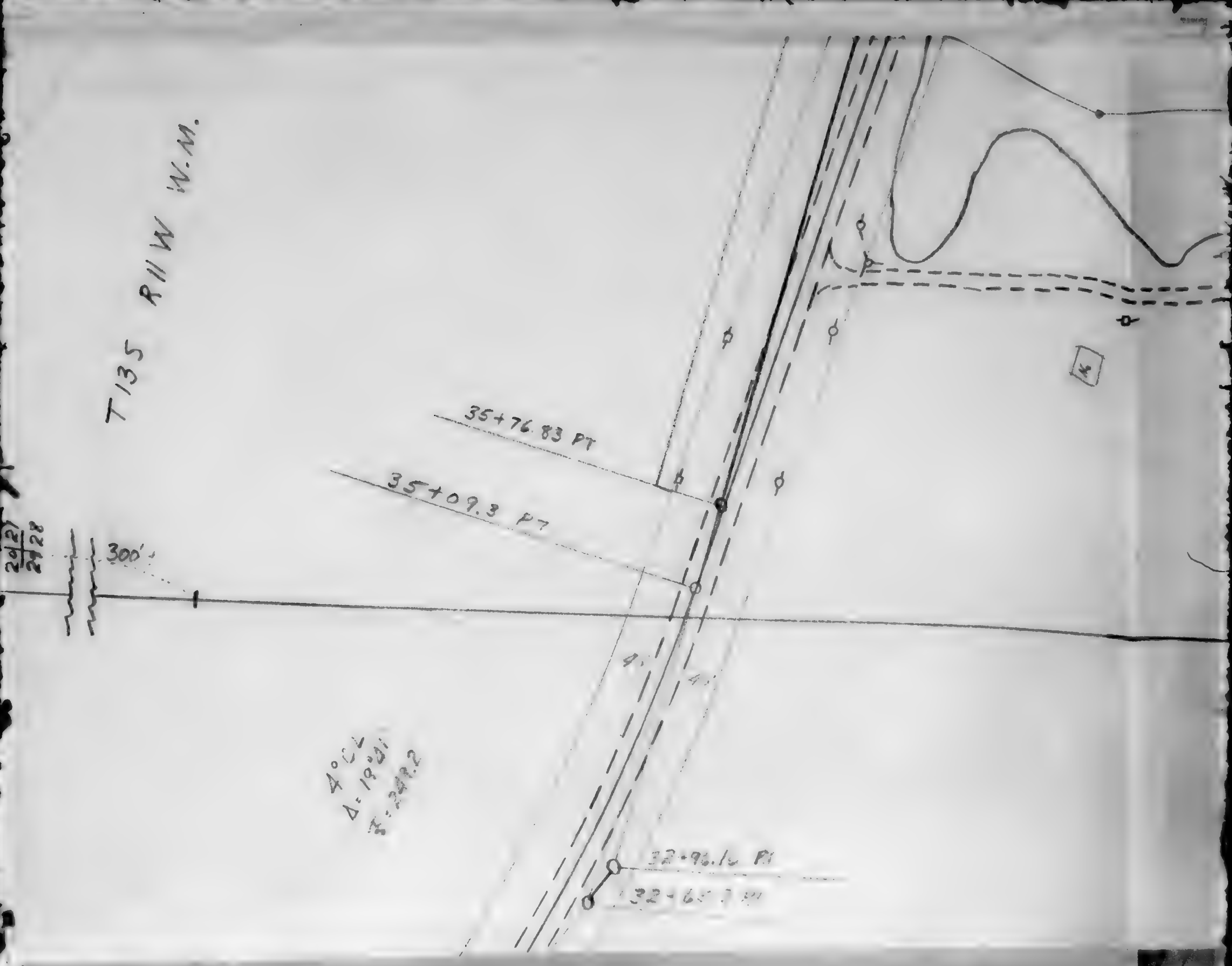

MEAN HIGH TIDE LIN
From Gov't Notes
CITY OF WALDPORT WATER LINE (6" TRANSITE


TIDE LINE
Notes
6" TRANSITE


Cattle Guard

Eckman Creek


T 13 S R 11 W W.M.
35+76.83 PT
35+09.3 P.T
20|21
29|28
300'±
40'
40'
4°CL
Δ=19°21'
T=249.2
32+96.16 P.I.
32+65.2 P.I.


T13S R11W W.M.
35+76.83 PT
35+09.3 PT
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300'±
40'
40'
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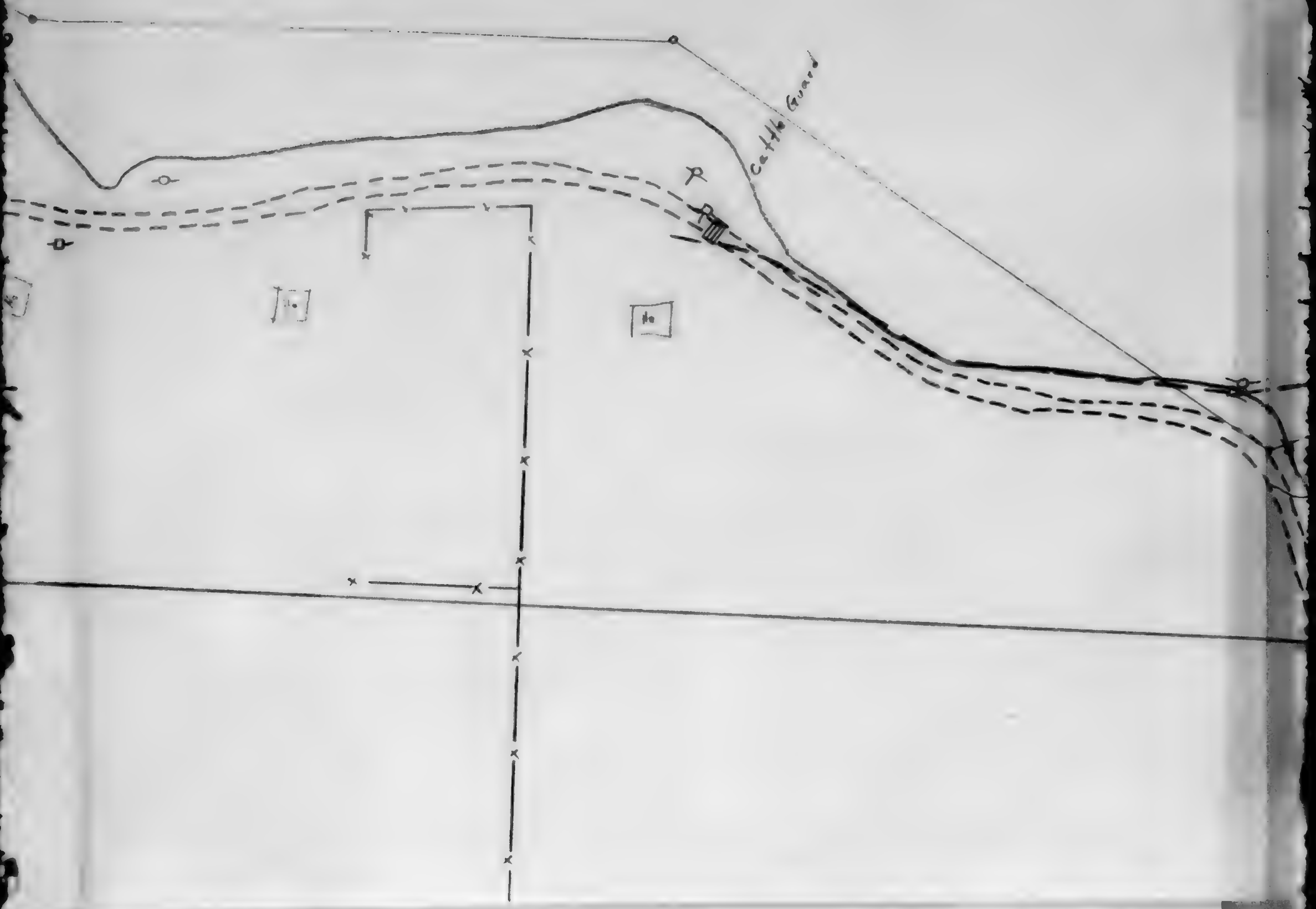
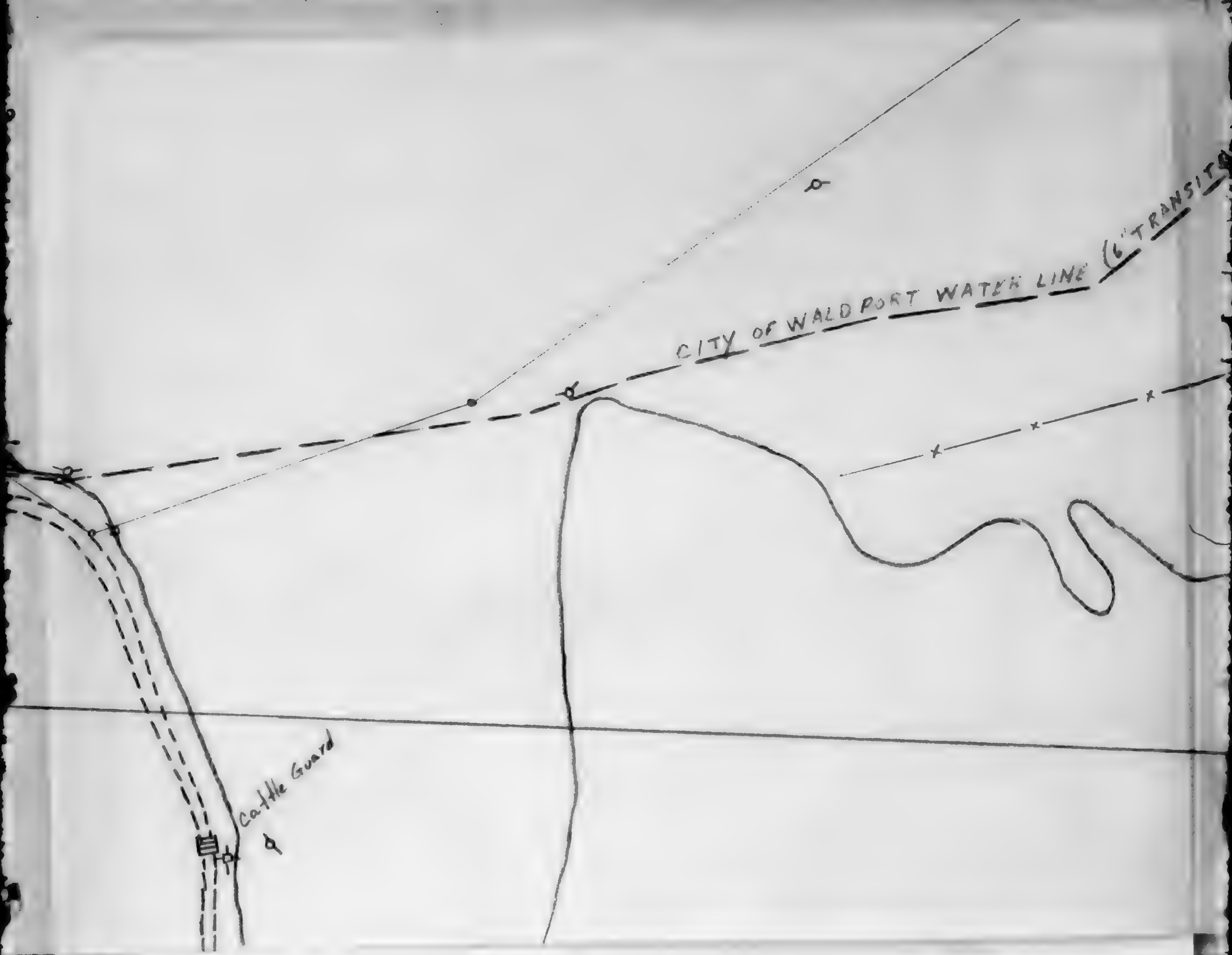
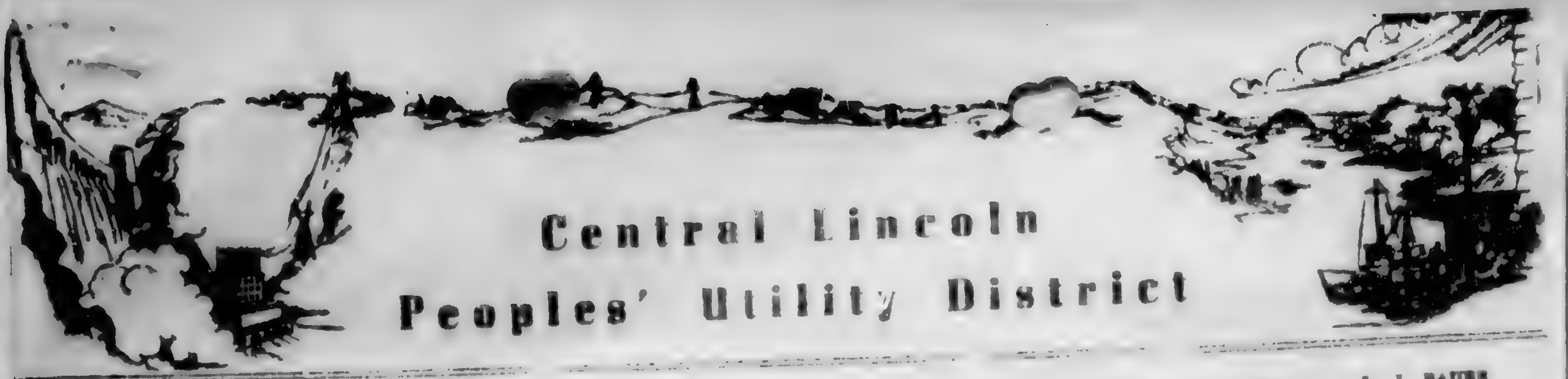

Cattle Guard


CITY OF WALDPORT WATER LINE (6" TRANSIT
Cattle Guard

TRANSITE)
28
29



Central Lincoln
Peoples' Utility District

CHRIS G. BECK
President

MILLARD MARTIN
Vice-President

JOHN GREENBO
Secretary

H. LAWRENCE HULL
Treasurer

HARRY W. GAUNTLETT
Director

L. J. BAUER
Manager

204 S. E. Coast Highway
Newport, Oregon

May 22, 1957

State of Oregon
State Highway Commission
Salem, Oregon

Attention: Mr. Curtis H. Baker, Utilities Liaison Engineer

Re: Preliminary Plan Eckman Slough Section

Dear Sir:

We have reviewed with respect to our power lines, the preliminary plans for the Eckman Slough Section sent to us with your letter of May 9, 1957.

The District's power line along the west side of the Eckman Creek County road and across Eckman Slough was installed in 1956. Easements for the construction of this line were obtained from adjacent property owners, namely, Fred M. and Jean B. Lundy, Port of Alsea, and Robert D. and Anna Belle Maclean. In addition a permit was obtained from the Corps of Engineers for the crossing over the navigable waters of Eckman Slough.

It is our understanding from the plans and your conversation in our office that the present Alsea Highway bridge will be changed to a dam thus forming a fresh water lake in the area where our line borders and crosses Eckman Slough. We further understand that the elevation of the surface of the proposed lake will be 6.0 feet above mean sea level.

In our review of this matter we find it will be rather expensive to relocate the structure which is located in the proposed lake. Discussions with several parties indicates that there would be no objections to leaving this structure at its present location. Since we understand that no power boats will be allowed on the lake there appears to be no hazard to the public.

CONSTRUCTION DIVISION
RECEIVED
NOTED--

In view of the foregoing and in the public interest we hereby agree to accept the inconvenience caused by loss of access and give permission to flood our easements as indicated by plan,provided that the District be allowed to leave the line as now located and be relieved of liability resulting from the flooding of land covered by their easements.

Concerning the poles on Alsea Highway in conflict with new alignment, we have discussed proposed relocation with Mr. Lytle, Resident Engineer and will plan to make necessary revisions. To accomplish this relocation we would appreciate receiving a set of the final plans as soon as available.

Very truly yours,

RJ Snyder

R. J. Snyder
Chief Engineer

RJS/js

RECEIVED
MAY 22 1957
FOR FILING

[illegible]

Cross Referenced To:
[illegible]
[illegible]
[illegible]

Cross Referenced To:
Maint
Traffic
[illegible]

May 20, 1957

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Re: Eckman Slough dike

Dear Sir:

Attached hereto are tracings and four prints of four drawings showing the installation of a dike and overflow culvert across the mouth of Eckman Slough, which is a tributary of the Alsea River approximately 2.5 miles upstream from Waldport. This dike and culvert will carry the Alsea Highway across the mouth of the slough and will replace an existing pile trestle bridge. Provision is made for the installation of a fish ladder at the lower end of the culvert, if and when such a fish ladder is required by the Oregon State Fish Commission.

I am attaching five copies of Senate Bill No. 79 authorizing the construction of this dike. This bill was passed by both houses of the Oregon Legislature and was signed by Governor Holmes on April 1, 1957. This law will appear in Chapter 81, 1957 Laws. Since this act carries an emergency clause, it is effective as of April 1, 1957.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attachments

cc Mr. P. M. Stephenson

RECEIVED
MAY 15 1957
FOR FILING

Adm.
[illegible]
[illegible]

Cross Referenced To:
maint.
Traffic s
Sidewalks

Salem, Oregon
May 14, 1957

Eckman Slough fill

Mr. Leonard I. Lindas
Chief Counsel

Eckman Slough is a minor tributary emptying into the Alsea River a short distance east of Waldport. We have a timber pile trestle bridge across the mouth of this slough carrying the Alsea Highway. This structure is due for replacement and we had intended to replace it with another trestle bridge. The residents of Waldport and vicinity requested that we replace the structure with an embankment and a culvert to be placed well above the flow line of the present stream. The embankment will form a dam and create a freshwater lake south of the highway.

Our estimates showed that the cost of the embankment and culvert would be approximately the same as for the bridge, and we therefore consented to substitute the embankment and culvert for the bridge under certain conditions.

The local people through some organization which they would form or arrange with to sponsor the project, would provide all releases of damage to any property formulated by or otherwise affected by the backwater in the lake. These releases cover quite a few pieces of property and have all been delivered to us.

In the planning of the project, the State Fish Commission demanded that, if an when they found it advisable to make improvements to Eckman Slough above the bridge, a fish ladder be provided connecting with the culvertso that fish could pass from the river into the slough. The Highway Commission does not feel that it should assume any responsibility for the fish ladder, as it would not be needed had we gone ahead with the bridge replacement. The local residents prevailed upon the Port of Alsea to sponsor the project and the Port has agreed to assume the reponsibility for building and maintaining the fish ladder if and when the Fish Commission requires its installation.

In addition to the Fish Commission, the State Game Commission is interested in this stream. These Commissions have requested that an agreement be drawn up between the State Fish Commission, State Game Commission, Port of Alsea, and the State Highway Commission, and they asked that we prepare the agreement. This agreement should provide that the State will prepare plans, award a contract and supervise the construction of an embankment and a culvert carrying the Alsea Highway across Eckman Slough and form a lake to impound water above the highway. All work in connection with the embankment and culvert will be at the expense of the State and the State will maintain the same after its completion. The State will also prepare a design for a fish ladder to be added to the culvert and will present the plans to the Fish Commission and the Game Commission for their approval.

The Port of Alsea will agree that if and when the Fish Commission and the Game Commission require the construction of the fish ladder, they will reconstruct it at the expense of the Port and will assume the maintenance of the ladder.

The Fish Commission and the Game Commission will signify their approval of the plans for the fish ladder after the State has prepared a design acceptable to them, and will consent to the installation of the embankment and culvert.

It would be appreciated if you would prepare the necessary four-party agreement covering the matter.

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

COMMISSIONERS:
JOHN C. VEATCH, CHAIRMAN, PORTLAND
ROBERT L. JONES, CLIFTON
O. H. HINSDALE, REEDSPORT

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 1

May 10, 1957

G. S. Paxson
State Highway Department
Highway Building
Salem, Oregon

Dear Mr. Paxson:

Mr. Clay Warren of this Commission has brought to my attention his recent discussion with you concerning the Eckmann Slough fill. It is my understanding that you have proposed that the Port of Alsea and the Fish Commission of Oregon enter into an agreement regarding fish facilities in connection with this project.

I concur that such an agreement is desirable but wonder if it would not be appropriate to have a three party agreement in this matter involving the Port of Alsea, the Fish Commission of Oregon and the State Highway Department. Our interests in the matter could be covered in the agreement by provisions to the effect that we have concurred in the construction of the fill and overflow structure in such a fashion that a satisfactory ladder can be constructed at a later date whenever deemed necessary by the Fish Commission, that the plans for the fill and spillway will be submitted to the Fish Commission of Oregon for approval of a design which will provide for the future installation of a satisfactory ladder, that we agree to assist in the development of fishway plans if and when a fishway is required and that such plans will be submitted to the Fish Commission for approval prior to construction of the fishway.

If the above procedure meets with your approval, I would like to suggest that the State Highway Department draw up such an agreement in draft form for consideration by the Port of Alsea and the Fish Commission of Oregon.

Sincerely yours,

M. C. James

M. C. JAMES
STATE FISHERIES DIRECTOR

FORM E-30X—37,800—2-57—1477

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 10th, 1957

**SUBJECT:** Eckman Slough
Alsea Highway
Lincoln County

To: Mr. D. J. Barbee
Ass't. Construction Engineer
Office

On June 13th, 1956 Mr. Baldock wrote a letter to the Lincoln County Court stating that the State would not be responsible for the following items:

1. Flowage easements for all the private lands affected by the lake be furnished the State Highway Department.

2. Raising and rebuilding of private or county roads affected by the dam be cared for by the appropriate party and agreements signed to that effect before the project is advertised.

3. That proper arrangements be made by responsible interests for the protection of the City of Waldport's water main facilities and agreement signed by the City in accordance therewith.

4. That a fish ladder be constructed and maintained without cost to the State Highway Department.

Flowage easements have been received, checked and approved by our Legal Division. (See Mr. Stark's letter of April 22, 1957).

Mr. Fred M. Lundy, Chairman of the Eckman Creek Lake Project Committee, stated by letter on May 5th, 1956 that the owner of the private road that would be flooded had already made plans to raise his road before this project was mentioned and would take care of his road. The County Court on May 3rd, 1956 stated that "any objections listed by the State Highway Engineer can be overcome by cooperation between all parties concerned."

On May 17th, 1956 Mr. William F. Keady, Recorder, City of Waldport, stated that the City of Waldport has no objections to the forming of a fresh water pond by the new highway fill across Eckman Slough, but thought that it would be desirable to have provision made so that the water level could be lowered in case of emergency.

On July 11th, 1956 the Port of Alsea passed a resolution to assume all responsibility for the cost of installing a fish ladder for the Eckman Slough project if a fish ladder is needed. The letter stated that an agreement should be prepared to that effect and that the proper Port officials would then sign it.

No mention of either the telephone lines owned by the Pioneer Telephone Coop, Philomath, or the power lines owned by the Central Lincoln PUD, Newport, has been made in any of the correspondence to date.

Mr. Robert Robinson, engineer for the Pioneer Telephone Coop, informed me on May 7th, 1957 that they would have no objection to the flooding since they must maintain facilities in the vicinity to maintain the line that parallels the highway across Eckman Slough, which is generally in water.

Mr. Hein, Ass't. Engineer for the Central Lincoln PUD, informed me on May 7th, 1957 that there is a possibility that they would like to move a 69KV line tower that is now located out in the bay. The pole base is now under high tide but is uncovered most of the time. Their objection is based on access to the pole in an emergency and is not helped any by the fact that they will be required to move a large amount of their facilities now on State right of way by permit due to the line change that will be made. Mr. Hein requested that a map be given them so that they could determine for sure whether the adjustment would be necessary and, if so, the exact nature of the adjustment and the costs involved. They are at present on private property by easement for this crossing. The map requested by Mr. Hein was mailed on May 9th, 1957.

It seems in order to have formal agreements prepared and signed by the following interested organizations:

1. The City of Waldport (water line).
2. The Pioneer Telephone Coop (telephone lines).
3. The Central Lincoln PUD (electric lines).
4. The Alsea Port Commission (fish ladder).
5. The Lincoln County Court (county roads).
6. The owner of the private road that is flooded if this is not taken care of in either the easement or the County Court agreement.
7. Some organization who will reimburse the Central Lincoln PUD for their costs in making adjustments to their transmission line if such adjustments are found to be desirable or necessary. The organizations from whom correspondence has been received to date pertaining to this project are: Isaak Walton League, Lincoln County Court, City of Waldport, Eckman Creek Lake Project Committee, Waldport Lions Club, Waldport Chamber of Commerce and Alsea Port Commission.

Curtis H. Baker
Utilities Liaison Engineer

RECEIVED
[illegible] - 1957
FOR [illegible]
FORM E-30X

Paxson

Mr. G.

Cross Referenced To:
Adm
Ag. St. of
St. Dep'ts
Game

Cross Referenced To:
Maint
Traffic
Research

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3, 1957

SUBJECT: Proposed bridge across Eckman Slough

To: Mr. Donald Stark
Chief, Title Section

OFFICE

Enclosed herewith are eleven forms of a "flowage easement" signed by various persons in connection with the proposed construction of an earth fill across Eckman Slough. I believe that you are familiar with our efforts to obtain these flowage easements so that we may cooperate with the residents in the vicinity in building an earth fill, rather than a bridge type structure.

I will appreciate your examining these flowage easements in order to ascertain whether or not the same are in proper form, and whether the interests of the State are fully protected.

On this date I discussed the matter with Mr. Fred M. Lundy of Waldport, Oregon, who is connected with the Port of Alsea, and Mr. Lundy advised me that we could retain these flowage easements for our records.

ROBERT L. MAY, JR.
Acting Chief Counsel

RLM:br
Enc.
cc: Mr. G. S. Paxson ✓

NOTED
G. S.

RECEIVED
APR 4 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 7 1957
FOR FILING

Cross Referenced To:
Maint.
Traffic S.
[illegible]

Salem, Oregon
March 6, 1957

Eckman Slough

Cross Referenced To:
Adm.
[illegible]
[illegible]

Mr. Ralph B. Sipprell
Director of Permits

The State now has a bridge across the mouth of Eckman Slough on the Alsea Highway east of Waldport. It has become necessary that this structure be replaced. Our original intention was to rebuild the bridge with permanent materials leaving the channel of the entrance to Eckman Slough undisturbed. We discussed this with several of the local people so that they might be kept advised of the intention of the Highway Department, and mainly through a local organization known as the Eckman Creek Lake Project a proposal was made that we build a dike to support our road, backing up the water of Eckman Slough and forming a freshwater lake which they propose to stock with fish in order to make the neighborhood more attractive to tourists. It is not a function of the Highway Department to do such work other than in State-owned parks, but, where cooperation can be given without cost to the highway fund or without injury to our facilities, we always made it a policy to do so.

Our estimates showed that we could build the dike with a road on top of it and place a culvert through the dike to take the freshwater flow from Eckman Slough into the river at approximately the same cost as the bridge replacement. We therefore agreed with the Waldport people to proceed on this basis. About that time the State Fish Commission became interested in the passage of anadromous fish. There are no available spawning grounds in Eckman Slough at present as the upstream migration of fish is prevented by an existing dam just above tidewater. The Fish Commission advised, however, that at some uncertain date in the future they might remove this dam and make it possible for spawning in the upper waters of Eckman Slough.

If fish were to be carried into the slough a fish ladder below the culvert would be necessary. We felt that the cost of construction and operation of such a fish ladder should not be borne by motorists' funds. After consultation with officials of the City of Waldport and the Port of Alsea, it was agreed that we would build the embankment and the culvert and design the culvert so that the fish ladder could be added at some later date when the upper stream was made available for the passage of fish. This was agreed to by the Port of Alsea and I am attaching a print from their letter of July 11, 1956 advising that they would construct the fish ladders.

L. B. [illegible], Chairman F. M. [illegible] [illegible] of Port
Waldport Waldport

The whole project has also been endorsed by Lincoln County, and I attach hereto a copy of the resolution passed by the County Court of Lincoln County on May 8, 1956.

The Port of Alsea discussed this matter with the State Fish Commission after a visit to the site by Port authorities, engineers of the Fish Commission and engineers of the Highway Commission. Attached hereto is a copy of a letter from Mr. M. C. James, State Fisheries Director, addressed to Mr. William F. Kendy, Secretary of the Port of Alsea and dated September 12, 1956, approving the deferred construction of the fish ladders.

This project is scheduled for construction early this summer but before we can move in the matter a permit must be secured from the U. S. Engineers. They have assured us that this permit will be forthcoming as soon as they have authority to grant it, which authority is Senate Bill 79 now before the Roads and Highways Committee of the House of Representatives. It would expedite the work if this bill, which is only a routine matter giving the Engineers authority to issue the permit, is enacted at an early date.

G. S. Paxson
Assistant State Highway Engineer

GSP:gz
Attachments

cc Mr. W. C. Williams

RECEIVED
FEB 4 1957
FOR FILING

Cross Referenced To:
Adm R
Or. St. of
St. Depts
Game Comm

Cross Referenced To:
Maint
Traffic S
Sidewalks

February 1, 1957

Senator Andrew J. Naterlin
Senate Chamber
State Capitol Building
Salem, Oregon

Dear Senator Naterlin:

The Alsea Highway now crosses the mouth of Eckman Slough, a tributary of the Alsea River, a few miles easterly from Waldport. The State Highway Commission intended to replace the bridge now in use with another structure. Residents of the Waldport area want to form a fresh-water lake above the highway for recreational purposes and requested the Highway Commission to substitute an embankment and a high-level culvert for the proposed bridge. The Highway Commission has consented to make this substitution provided the local group would cooperate by providing the necessary right of way and assuming other obligations not pertinent to the operation of the highway.

The substitution of an embankment for a bridge comes under another section of the Federal law under which the U. S. Corps of Engineers operates and leaves them without authority to grant a permit for the embankment unless either a special act of the Congress authorizes them to do so or the State Legislature passes such an act. I am attaching hereto a draft of a proposed bill which, if enacted, will enable the U. S. Engineers to grant the necessary permit for the embankment. The wording of this bill has been approved by the District Office of the Corps of Engineers, and they have indicated that if the bill is enacted, the permit will be forthcoming.

Since this is necessary to meet with the desires of local residents, I do not feel that this should be a Highway Department bill and would appreciate your consideration of the introduction of the bill under your sponsorship as representing the people of that area. I understand that the dead line for the introduction of bills in the Senate will shortly be reached and hope that action can be taken prior to that time.

Very truly yours,

W. C. Williams
State Highway Engineer

GSP:gm fn
Enclosure
cc Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Robert L. May, Jr.

RECEIVED
JAN 30 1957
FOR FILING

[illegible]

[illegible]

Cross Referenced To:
Maint
Traffic S-
Sidewalk

Cross Referenced To:
adm
Arc. St of
St. Depts.
Game Comm

January 29, 1957

Mr. William F. Keady
Secretary
Port of Alsea
Waldport, Oregon

Dear Mr. Keady:

Under date of November 9, I sent you triplicate copies of releases from the eleven property owners affected by the fresh-water lake above the highway at Eckman Slough. I have no record of having received executed copies of these releases, and since we hope to get this project underway early in the summer, I would appreciate advice as to the progress you are making.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams

R

RECEIVED
DEC 12 1956
FOR FILING

Cross Referenced To:
adm
Ore St. of
St. Dept. 6
Gen

Cross Referenced To:
Maint
Traffic S
Sidewalks

December 11, 1956

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Under date of November 21, you wrote us concerning the proposed state legislation authorizing the construction of the fill across Eckman Slough and suggesting a revision in Section 1. Following out your recommendations, we have made a revision as shown on the attached draft. I believe that this will meet with any objection you might have had to the original draft, and we will submit the matter to our legislature.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams

FORM 230—12½M—8-55—88209

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1956

**SUBJECT:** Eckman Slough
Near Waldport

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Several days ago you referred to this office a letter from Lt Colonel Joseph F. Garbacz, U. S. Corps of Engineers, relative to legislation authorizing construction of an earth dike fill across Eckman Slough. Colonel Garbacz' suggestion appears to be in order, and I have revised the legislative bill accordingly. I am returning herewith Colonel Garbacz' letter, together with five copies of the revised legislative bill.

Robert L. May
ROBERT L. MAY, JR.
Acting Chief Counsel

RLM:aj
Enc.

RECEIVED
DEC 5 1956
OFFICE OF
STATE HIGHWAY ENGINEER

# A BILL FOR
# AN ACT

Relating to the construction, operation and maintenance of an earth dike fill to replace the Eckman Slough Bridge on the Alsea Highway.

Be It Enacted by the People of the State of Oregon:

Section 1. By virtue of Section 9 of the River and Harbor Act approved 3 March 1899 by the Congress of the United States (33 USC 401) the State Highway Commission is hereby authorized to construct, operate and maintain an earth dike fill across Eckman Slough to replace the existing bridge crossing Eckman Slough on the Alsea Highway.

Section 2. For the purpose of carrying out or putting into effect the right, power and authority granted by section 1 of this Act, or any other law, the State Highway Commission may acquire by purchase, donation or the exercise of the power of eminent domain any real property or interest therein necessary for such earth dike fill or any real property or interest therein necessary to raise the water level of Eckman Slough and may make and enter into agreements with or secure the approval of the Government of the United States or any of its agencies, any county, municipality, port or other political subdivision or agency of this state, or any persons, associations or corporations, domestic or foreign.

RECEIVED
NOV 26 1956
FOR FILING

[illegible]

5058

Cross Referenced To:
adm
Acc. St. of
St. Depts - Gen

Salem, Oregon
November 23, 1956

Eckman Slough near Waldport

Cross Referenced To:
Maint
Traffic S
Sidewalks

Mr. Robert L. May
Assistant Chief Counsel

Attached is a duplicate copy of a letter from Lt. Col. Joseph F. Garbacz, U. S. Corps of Engineers, which has reference to and makes some suggested changes in the bill prepared for an Act to be submitted to the legislature that would provide for the construction, operation and maintenance of an earth dike fill to replace Eckman Slough Bridge on the Alsea Highway.

Kindly take into consideration the Colonel's recommendation and, if you agree, revise the bill accordingly and return.

W. W. Stiffler
Assistant State Highway Engineer

WWS:gm
Attach.

cc Mr. G. S. Paxson

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKS-4

RECEIVED
[illegible]
LEGAL DEPT.

November 21, 1956

NPP 800.6(Eckman Sl.-Fills)

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. G. S. Paxson, Assistant State Highway Engineer

Gentlemen:

Acknowledgment is made to your letter of November 19, 1956, requesting comment on the draft of a proposed bill to close Eckman Slough, inclosed therewith.

The bill as proposed would probably suffice, but to clearly indicate the authority of the State and to show a definite closing of the slough to interstate commerce it is suggested that Section 1 be revised as follows:

> Section 1. By virtue of Section 9 of the River and Harbor Act approved 3 March 1899 by the Congress of the United States (33 USC 401) the State Highway Commission is hereby authorized to construct, operate and maintain an earth dike fill across Eckman Slough to replace the existing bridge crossing Eckman Slough on the Alsea Highway.

The suggested changes are principally the quoting of the applicable Federal Act, and the substitution of the word "across" for "on" to indicate the complete crossing of the waterway by the fill. No change is suggested for Section 2.

Very truly yours,

Joseph F. Garbacz
JOSEPH F. GARBACZ
Lt Colonel, Corps of Engineers
Executive Officer

Incl
Draft of Bill

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

# A BILL FOR
# AN ACT

Providing for the construction, operation and maintenance of an earth dike fill to replace the Eckman Slough Bridge on the Alsea Highway.

Be It Enacted by the People of the State of Oregon:

See revised draft

Section 1. The State Highway Commission may construct, operate and maintain an earth dike fill on Eckman Slough to replace the Eckman Slough Bridge on the Alsea Highway.

Section 2. For the purpose of carrying out or putting into effect the right, power and authority granted by section 1 of this Act, or any other law, the State Highway Commission may acquire by purchase, donation or the exercise of the power of eminent domain any real property or interest therein necessary for such earth dike fill or any real property or interest therein necessary to raise the water level of Eckman Slough and may make and enter into agreements with or secure the approval of the Government of the United States or any of its agencies, any county, municipality, port or other political subdivision or agency of this state, or any persons, associations or corporations, domestic or foreign.

RECEIVED
NOV 13 1956
FOR FILING

Cross Referenced To:
Adm
Ore. St. of
St. Depts-Gen

Cross Referenced To:
Maint
Traffic S
Sidewalks

November 9, 1956

Mr. William F. Kendy
Secretary
Port of Alsea
Waldport, Oregon

Dear Mr. Kendy:

Herewith I am sending you, in triplicate, releases from the eleven property owners affected by the fresh-water lake above the highway at Eckman Slough. I am also sending a few blank copies of the flowage easements, for your use in case some of the ownerships have changed, and three prints of a map which shows the flowage easements in question.

When these releases have been executed by the property owners and notarized, please let us have one copy of each of the eleven.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cEnc Mr. W. C. Williams
Mr. R. L. Porter

File No. 25846-A

FLOWAGE EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that we, Fred M. Lundy and Jean B. Lundy, husband and wife,

Grantors for the consideration of the sum of ____________________ ____________________ Dollars, and other valuable considerations, to us paid, have granted, bargained, sold and conveyed and by these presents do grant, bargain, sell and convey unto the PORT OF ALSEA, a municipal corporation of the State of Oregon, a perpetual easement, right, power and privilege to overflow, flood, inundate and submerge the following described parcel of land to wit:

A parcel of land lying in Government Lots 3 and 4 of Section 28, Township 13 South, Range 11 West, W. M., Lincoln County, Oregon, and being that portion of Lots No. 3 and No. 4 lying Southerly of the Alsea Highway and lying Westerly of a line described as follows:

Beginning at the point of intersection of the tangents of a 4° curve left of the Alsea Highway, the said point being at Engineer's Station 51+59.38 and also being 1207.78 feet South and 1555.49 feet East of the Northwest corner of said Section 28; thence South 53° 50' East 83.56 feet; thence South 20° 20' West, 108.37 feet; thence South 14° 29' West 81.40 feet; thence South 25° 06' West 329.99 feet; thence South 76° 04' West 47.64 feet; thence South 27° 58' West 160.21 feet; thence South 20° 29' West 62.20 feet; thence South 28° 11' West 56.08 feet; thence South 36° 18' West 54.53 feet; thence South 11° 10' West 163.73 feet; thence South 36° 24' West 61.18 feet; thence South 42° 27' West 83.81 feet; thence South 25° 06' West 41.00 feet; thence South 37° 02' East 84.78 feet; thence South 56° 59' East 178.39 feet; thence South 14° 01' East 121.54 feet; thence South 3° 39' West 86.15 feet; thence South 9° 30' West 136.14 feet.

EXCEPT that portion of said parcel lying in the Lincoln County Road right of way.

br/fs

together with the continuing right to clear and remove any brush, debris and obstructions on the said land which in the opinion of the Grantee herein may be desirable.

We, the said Grantors further release the Grantee herein, the State of Oregon, by and through its State Highway Commission, their officers, agents,

# FLOWAGE EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that we, Emil F. Dallenback and Esther Dallenback, husband and wife,

Grantors for the consideration of the sum of ______________________________ Dollars, and other valuable considerations, to us paid, have granted, bargained, sold and conveyed and by these presents do grant, bargain, sell and convey unto the PORT OF ALSEA, a municipal corporation of the State of Oregon, a perpetual easement, right, power and privilege to overflow, flood, inundate and submerge the following described parcel of land to wit:

A parcel of land lying in Government Lot No. 5 of Section 28, Township 13 South, Range 11 West, W. M., Lincoln County, Oregon, and being that portion of said Lot No. 5 lying Westerly of a line described as follows:

Beginning at a point which is 2717.45 feet South and 1304.17 feet East of the Northwest corner of said Section 28; thence South 9° 30' West, 136.14 feet; thence South 15° 02' West 122.60 feet; thence South 0° 39' East 82.51 feet; thence South 6° 12' West 191.47 feet; thence South 27° 48' West 61.79 feet; thence South 33° 44' West 53.47 feet; thence South 70° 28' West 20.26 feet; thence South 13° 23' West 19 feet; thence South 10° 57' East 46.1 feet; thence South 39° 45' East 25.01 feet; thence South 0° 22' East 74.91 feet; thence South 27° 16' East 33.54 feet; thence South 65° 13' East 23.26 feet; thence South 34° 52' East 33.83 feet; thence South 0° 43' East 25 feet; thence South 29° 18' West 60.04 feet; thence South 11° 45' West 97.3 feet; thence South 19° 21' East 65.74 feet; thence South 4° 47' West 70.24 feet; thence South 12° 45' East 73.24 feet; thence South 25° 40' West 65.86 feet; thence South 17° 38' West 131.67 feet; thence South 7° 32' West 125.14 feet.

EXCEPT that portion of said parcel lying in the Lincoln County Road right of way.

br/

together with the continuing right to clear and remove any brush, debris and obstructions on the said land which in the opinion of the Grantee herein may be desirable.

We, the said Grantors further release the Grantee herein, the State of Oregon, by and through its State Highway Commission, their officers, agents,

contractors and employees from any and all claims for loss, injury or damage that may occur to the land herein described and to the appurtenances thereto belonging, resulting or claimed to result from the drainage, construction, reconstruction or maintenance of the Alsea Highway, being State Highway No. 7, causing or claimed to cause the inundation of the property herein described.

TO HAVE AND TO HOLD the said easement, right, power and privilege unto the said Port of Alsea, its successors and assigns forever.

And we the said Grantors do hereby covenant to and with the said Port of Alsea, its successors and assigns, that we are the Owners in fee simple of said premises; that they are free from all incumbrances and that we will warrant and defend the same from all lawful claims whatsoever.

IN WITNESS WHEREOF, we have hereunto set our hands and Seals this ______ day of ____________________, 1956.

Done in presence of:

______________________________ ______________________________(SEAL)

______________________________ ______________________________(SEAL)

STATE OF OREGON }
County of ____________________ } ss.

On this ______ day of ____________________, 1956, personally came before me, a Notary Public in and for said county and state, the within named Emil F. Dallenback and Esther Dallenback his wife, to me personally known to be the identical persons described in, and who executed, the within instrument, and who each personally acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

______________________________
Notary Public for Oregon
My commission expires: ______________

JWD:RN

File No. 25846-C

# FLOWAGE EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that we, ____________________________________

________________________________________________________________

Grantors for the consideration of the sum of ______________________________

__________________ Dollars, and other valuable considerations, to us paid, have granted, bargained, sold and conveyed and by these presents do grant, bargain, sell and convey unto the PORT OF ALSEA, a municipal corporation of the State of Oregon, a perpetual easement, right, power and privilege to overflow, flood, inundate and submerge the following described parcel of land to wit:

A parcel of land lying in the South half of the Southwest quarter (S½ SW¼) of Section 28, Township 13 South, Range 11 West, W. M., Lincoln County, Oregon, and being that portion of the said South half of the Southwest quarter (S½ SW¼) included in the following described property:

Beginning at a point which lies 4009.51 feet South and 1183.89 feet East of the Northwest corner of said Section 28; thence South 17° 38' West 131.67 feet; thence South 7° 32' West 125.14 feet; thence South 43° 14' West 71.46 feet; thence South 33° 12' West 65.62 feet; thence South 10° 52' West 77.25 feet; thence South 23° 16' East 106.53 feet; thence South 4° 14' West 68.71 feet; thence South 15° 41' West 87.3 feet; thence South 6° 20' West 91.08 feet; thence South 3° 33' East 76.59 feet; thence South 12° 21' West 56.74 feet; thence South 21° 48' West 201.02 feet; thence South 7° 02' West 58.06 feet; thence South 88° 04' West 50.02 feet; thence North 8° 56' West 196.81 feet; thence North 3° 35' West 106.05 feet; thence North 11° 19' West 141.59 feet; thence North 36° 40' West 52.1 feet; thence North 16° 03' West 253.97 feet; thence North 4° 26' East 60.4 feet; thence North 17° 20' East 111.33 feet; thence North 7° 48' East 87.29 feet; thence North 13° 51' West 69.33 feet; thence North 5° 42' East 146.66 feet; thence Easterly 415 feet more or less to the point of beginning.

ALSO: any portion of said South half of the Southwest quarter (S½ SW¼) that lies along Eckman Creek and Southerly of previously described parcel, and below an elevation of 10 feet above mean sea level as referred to by Bench Mark No. X233 Oregon Geographical Survey located in Waldport, Oregon, March 30, 1948.

EXCEPT that portion of said parcel lying in the Lincoln County Road right of way.

br/fs

together with the continuing right to clear and remove any brush, debris and obstructions on the said land which in the opinion of the Grantee herein may be desirable.

We, the said Grantors further release the Grantee herein, the State of Oregon, by and through its State Highway Commission, their officers, agents,

contractors and employees from any and all claims for loss, injury or damage that may occur to the land herein described and to the appurtenances thereto belonging, resulting or claimed to result from the drainage, construction, reconstruction or maintenance of the Alsea Highway, being State Highway No. 7, causing or claimed to cause the inundation of the property herein described.

TO HAVE AND TO HOLD the said easement, right, power and privilege unto the said Port of Alsea, its successors and assigns forever.

And __________ the said Grantor__ do hereby covenant to and with the said Port of Alsea, its successors and assigns, that __________ the Owner__ in fee simple of said premises; that they are free from all incumbrances and that _____ will warrant and defend the same from all lawful claims whatsoever.

IN WITNESS WHEREOF, _____ have hereunto __________ hand and Seal__ this ______ day of ____________________, 19__.

Done in presence of:

______________________________ ______________________________(SEAL)

______________________________ ______________________________(SEAL)

STATE OF OREGON )
) ss.
County of ____________________)

On this ______ day of __________________, 19___, personally came before me, a Notary Public in and for said county and state, the within named ______________________________ and ______________________________ his wife, to me personally known to be the identical person__ described in, and who executed, the within instrument, and who each personally acknowledged to me that __he__ executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

______________________________
Notary Public for Oregon
My commission expires:__________________

JWD:RN

File No. 25846-D

# FLOWAGE EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that we, Harlan C. Zeek and Lorraine C. Zeek, husband and wife,

Grantors for the consideration of the sum of ______________________________ ____________________ Dollars, and other valuable considerations, to us paid, have granted, bargained, sold and conveyed and by these presents do grant, bargain, sell and convey unto the PORT OF ALSEA, a municipal corporation of the State of Oregon, a perpetual easement, right, power and privilege to overflow, flood, inundate and submerge the following described parcel of land to wit:

A parcel of land lying in Lot 6 of Section 28 and in the Northeast quarter of the Southeast quarter (NE¼ SE¼) of Section 29, Township 13 South, Range 11 West, W. M., Lincoln County, Oregon, the said parcel being that portion of said subdivisions lying Northerly and Easterly of a line described as follows:

Beginning at a point which is 4182.73 feet South and 775.74 feet East of the Northwest corner of said Section 28; thence North 13° 51' West 69.33 feet; thence North 5° 42' East 146.66 feet; thence North 10° 37' East 94.5 feet; thence North 20° 42' East 96.86 feet; thence North 24° 51' West 70.07 feet; thence South 69° 53' West 50.04 feet; thence North 72° 01' West 48.98 feet; thence North 23° 33' West 81.16 feet; thence North 2° 34' West 74.73 feet; thence North 14° 25' West 50.22 feet; thence North 35° 35' West 148.62 feet; thence North 38° 05' West 122.42 feet; thence North 64° 56' West 92.26 feet; thence North 39° 55' West 67.69 feet; thence North 13° 01' West 49.47 feet; thence North 17° 42' East 95.63 feet; thence North 9° 42' East 71.2 feet; thence North 16° 24' West 85.14 feet; thence North 6° 44' West 110.76 feet; thence North 29° 53' West 93.42 feet; thence South 55° 25' West 188.41 feet; thence North 77° 36' West 83.31 feet; thence North 51° 30' West 82.15 feet; thence North 71° 42' West 193.11 feet; thence North 63° 23' West 121.6 feet.

EXCEPT that portion of said parcel lying in the Lincoln County Road right of way.

br/fo

together with the continuing right to clear and remove any brush, debris and obstructions on the said land which in the opinion of the Grantee herein may be desirable.

We, the said Grantors further release the Grantee herein, the State of Oregon, by and through its State Highway Commission, their officers, agents,

contractors and employees from any and all claims for loss, injury or damage that may occur to the land herein described and to the appurtenances thereto belonging, resulting or claimed to result from the drainage, construction, reconstruction or maintenance of the Alsea Highway, being State Highway No. 7, causing or claimed to cause the inundation of the property herein described.

TO HAVE AND TO HOLD the said easement, right, power and privilege unto the said Port of Alsea, its successors and assigns forever.

And we the said Grantors do hereby covenant to and with the said Port of Alsea, its successors and assigns, that we are the Owners in fee simple of said premises; that they are free from all incumbrances and that we will warrant and defend the same from all lawful claims whatsoever.

IN WITNESS WHEREOF, we have hereunto set our handsand Seals this ______ day of ____________________, 1956.

Done in presence of:

______________________________ ______________________________(SEAL)

______________________________ ______________________________(SEAL)

STATE OF OREGON )
) ss.
County of __________________)

On this ______ day of __________________, 1956, personally came before me, a Notary Public in and for said county and state, the within named Harlan C. Zeek and Lorraine C. Zeek his wife, to me personally known to be the identical persons described in, and who executed, the within instrument, and who each personally acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

______________________________
Notary Public for Oregon
My commission expires:__________________

JWD:RN

File No. 25846-E

# FLOWAGE EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that we, Robert D. McClean and Anna Belle McClean, husband and wife,

Grantors for the consideration of the sum of ______________________ Dollars, and other valuable considerations, to us paid, have granted, bargained, sold and conveyed and by these presents do grant, bargain, sell and convey unto the PORT OF ALSEA, a municipal corporation of the State of Oregon, a perpetual easement, right, power and privilege to overflow, flood, inundate and submerge the following described parcel of land to wit:

A parcel of land lying in Government Lot No. 7, Section 28 and in the Southeast quarter of the Northeast quarter (SE¼ NE¼) of Section 29, Township 13 South, Range 11 West, W. M., Lincoln County, Oregon, and being that portion of said subdivisions lying Southerly of that tract described in that deed to Geo. H. and Muriel E. Hawley, recorded in Book 121, Page 178, of Lincoln County Deed Records and lying generally Easterly of a line described as follows:

Beginning at a point that is 2817.41 feet South and 357.95 feet East of the Northwest corner of said Section 28; thence North 29° 53' West 93.42 feet; thence South 55° 25' West 188.41 feet; thence North 77° 36' West 83.31 feet; thence North 51° 30' West 82.15 feet; thence North 71° 42' West 193.11 feet; thence North 63° 23' West 121.6 feet; thence North 17° 54' East 25.95 feet; thence South 88° 02' East 104.13 feet; thence North 81° 40' East 43.01 feet; thence North 57° 41' East 26.01 feet; thence North 29° 17' East 253.42 feet; thence North 48° 04' East 64.23 feet; thence North 19° 21' East 133.25 feet; thence South 55° 43' West 69.4 feet; thence North 63° 43' West 121.85 feet; thence South 85° 31' West 102.58 feet; thence North 76° 12' West 207.46 feet; thence South 88° 42' West 137.01 feet; thence South 66° 00' West 192.75 feet; thence North 0° 27' West 207 feet; thence North 77° 47' East 132.45 feet; thence North 73° 18' East 196.64 feet; thence North 48° 52' East 49.06 feet; thence North 85° 25' East 149.55 feet; thence North 70° 21' East 194.1 feet; thence North 29° 33' East 82.57 feet; thence North 11° 00' East 138.99 feet; thence North 23° 34' East 133.78 feet; thence North 35° 07' East 140 feet; thence North 1° 16' West 245.9 feet.

ALSO: any portion of said Southeast quarter of the Northeast quarter (SE¼ NE¼) lying Westerly of the above described parcel along the channel of a creek flowing Easterly into Eckman Slough and below an elevation of 10 feet above mean sea level as referred to by Bench Mark No. X233, Oregon Geographical Survey located in Waldport, Oregon, March 30, 1948.

EXCEPT any portion of said parcel lying in the Lincoln County Road right of way.

br/fs

together with the continuing right to clear and remove any brush, debris and obstructions on the said land which in the opinion of the Grantee herein may be desirable.

We, the said Grantors further release the Grantee herein, the State of Oregon, by and through its State Highway Commission, their officers, agents,

contractors and employees from any and all claims for loss, injury or damage that may occur to the land herein described and to the appurtenances thereto belonging, resulting or claimed to result from the drainage, construction, reconstruction or maintenance of the Alsea Highway, being State Highway No. 7, causing or claimed to cause the inundation of the property herein described.

TO HAVE AND TO HOLD the said easement, right, power and privilege unto the said Port of Alsea, its successors and assigns forever.

And __we__ the said Grantor_s_ do hereby covenant to and with the said Port of Alsea, its successors and assigns, that __we are__ the Owner_s_ in fee simple of said premises; that they are free from all incumbrances and that __we__ will warrant and defend the same from all lawful claims whatsoever.

IN WITNESS WHEREOF, __we__ have hereunto __set our__ hands and Seal_s_ this ______ day of __________________, 1956.

Done in presence of:

______________________________ ______________________________(SEAL)

______________________________ ______________________________(SEAL)

STATE OF OREGON )
) ss.
County of __________________)

On this ______ day of __________________, 1956, personally came before me, a Notary Public in and for said county and state, the within named

__Robert P. McClean__ and __Anna Belle McClean__

his wife, to me personally known to be the identical persons described in, and who executed, the within instrument, and who each personally acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

______________________________
Notary Public for Oregon
My commission expires:______________

JWD:RN

File No. 25846-F

# FLOWAGE EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that we, Al E. Imel and Nellie M. Imel, husband and wife.

Grantors for the consideration of the sum of ______________________________ Dollars, and other valuable considerations, to us paid, have granted, bargained, sold and conveyed and by these presents do grant, bargain, sell and convey unto the PORT OF ALSEA, a municipal corporation of the State of Oregon, a perpetual easement, right, power and privilege to overflow, flood, inundate and submerge the following described parcel of land to wit:

A parcel of land lying in Government Lot No. 7, Section 28 and in the Southeast quarter of the Northeast quarter (SE¼ NE¼) of Section 29, Township 13 South, Range 11 West, W.M., Lincoln County, Oregon, and being a portion of that property described in that certain deed to Al E. and Nellie M. Imel, recorded in Book 179, Page 448 of Lincoln County Records of Deeds; the said parcel being that portion of said property lying Southeasterly of a line described as follows:

Beginning at a point which is 2253.44 feet South and 672.33 feet West of the Northwest corner of Section 28, Township 13 South, Range 11 West, W.M.; thence North 0° 27' West 207 feet; thence North 77° 47' East 132.45 feet; thence North 73° 18' East 196.64 feet; thence North 48° 52' East 49.06 feet; thence North 85° 25' East 149.55 feet; thence North 70° 21' East 194.1 feet; thence North 29° 33' East 82.57 feet; thence North 11° 00' East 138.99 feet.

fs/br

together with the continuing right to clear and remove any brush, debris and obstructions on the said land which in the opinion of the Grantee herein may be desirable.

We, the said Grantors further release the Grantee herein, the State of Oregon, by and through its State Highway Commission, their officers, agents,

contractors and employees from any and all claims for loss, injury or damage that may occur to the land herein described and to the appurtenances thereto belonging, resulting or claimed to result from the drainage, construction, reconstruction or maintenance of the Alsea Highway, being State Highway No. 7, causing or claimed to cause the inundation of the property herein described.

TO HAVE AND TO HOLD the said easement, right, power and privilege unto the said Port of Alsea, its successors and assigns forever.

And we the said Grantors do hereby covenant to and with the said Port of Alsea, its successors and assigns, that we are the Owners in fee simple of said premises; that they are free from all incumbrances and that we will warrant and defend the same from all lawful claims whatsoever.

IN WITNESS WHEREOF, we have hereunto set our hands and Seals this ______ day of ____________________, 1956.

Done in presence of:

________________________________ ________________________________(SEAL)

________________________________ ________________________________(SEAL)

STATE OF OREGON )
) ss.
County of ____________________)

On this ______ day of ____________________, 1956, personally came before me, a Notary Public in and for said county and state, the within named Al F. Imel and Nellie M. Imel his wife, to me personally known to be the identical persons described in, and who executed, the within instrument, and who each personally acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

________________________________
Notary Public for Oregon
My commission expires:________________

JWD:RN

File No. 25846-G

# FLOWAGE EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that we, George H. Hawley and Muriel E. Hawley, husband and wife,

Grantors for the consideration of the sum of ____________________ Dollars, and other valuable considerations, to us paid, have granted, bargained, sold and conveyed and by these presents do grant, bargain, sell and convey unto the PORT OF ALSEA, a municipal corporation of the State of Oregon, a perpetual easement, right, power and privilege to overflow, flood, inundate and submerge the following described parcel of land to wit:

A parcel of land lying in Government Lot No. 7 of Section 28, Township 13 South, Range 11 West, W.M., Lincoln County, Oregon, and being a portion of that property described in that certain deed to George H. and Muriel E. Hawley, recorded in Book 121, Page 178 of Lincoln County Records of Deeds; the said parcel being that portion of said property lying in Lot No. 7 and lying Easterly of a line described as follows:

Beginning at a point which is 1852.42 feet South and 12.66 feet East of the Northwest corner of said Section 28; thence North 29° 33' East 82.57 feet; thence North 11° 00' East 138.99 feet; thence North 23° 34' East 133.78 feet; thence North 35° 07' East 140 feet; thence North 1° 16' West 245.9 feet.

EXCEPT that portion lying within that tract described in that deed to Al E. and Nellie M. Imel, recorded in Book 179, Page 448 of Lincoln County Deed Records.

fs/lw

together with the continuing right to clear and remove any brush, debris and obstructions on the said land which in the opinion of the Grantee herein may be desirable.

We, the said Grantors further release the Grantee herein, the State of Oregon, by and through its State Highway Commission, their officers, agents,

contractors and employees from any and all claims for loss, injury or damage that may occur to the land herein described and to the appurtenances thereto belonging, resulting or claimed to result from the drainage, construction, reconstruction or maintenance of the Alsea Highway, being State Highway No. 7, causing or claimed to cause the inundation of the property herein described.

TO HAVE AND TO HOLD the said easement, right, power and privilege unto the said Port of Alsea, its successors and assigns forever.

And we the said Grantors do hereby covenant to and with the said Port of Alsea, its successors and assigns, that we are the Owners in fee simple of said premises; that they are free from all incumbrances and that we will warrant and defend the same from all lawful claims whatsoever.

IN WITNESS WHEREOF, we have hereunto set our hands and Seals this ______ day of ____________________, 1956.

Done in presence of:

______________________________ ______________________________(SEAL)

______________________________ ______________________________(SEAL)

STATE OF OREGON )
) ss.
County of ____________________)

On this ______ day of ____________________, 1956, personally came before me, a Notary Public in and for said county and state, the within named George H. Hawley and Muriel K. Hawley his wife, to me personally known to be the identical persons described in, and who executed, the within instrument, and who each personally acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

______________________________
Notary Public for Oregon
My commission expires:____________________

JWD:RN

File No. 25846-H

# FLOWAGE EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that I, W. B. Nelson ______________________

________________________________________________________________________

Grantor for the consideration of the sum of ______________________________

________________ Dollars, and other valuable considerations, to me paid, have granted, bargained, sold and conveyed and by these presents do grant, bargain, sell and convey unto the PORT OF ALSEA, a municipal corporation of the State of Oregon, a perpetual easement, right, power and privilege to overflow, flood, inundate and submerge the following described parcel of land to wit:

> A parcel of land lying in Section 28, Township 13 South, Range 11 West, W.M., Lincoln County, Oregon, and being a portion of that property described in that certain deed to William B. Nelson, recorded in Book 57, Page 272 of Lincoln County Records of Deeds; the said parcel being that portion of said property lying Southerly of the Alsea Highway.

fs/cbw

together with the continuing right to clear and remove any brush, debris and obstructions on the said land which in the opinion of the Grantee herein may be desirable.

I, the said Grantor further release the Grantee herein, the State of Oregon, by and through its State Highway Commission, their officers, agents,

File No. 25846-I

# FLOWAGE EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that we, Clifford Wallace and Lola Wallace, husband and wife,

Grantors for the consideration of the sum of ______________________________ Dollars, and other valuable considerations, to us paid, have granted, bargained, sold and conveyed and by these presents do grant, bargain, sell and convey unto the PORT OF ALSEA, a municipal corporation of the State of Oregon, a perpetual easement, right, power and privilege to overflow, flood, inundate and submerge the following described parcel of land to wit:

A parcel of land lying in Government Lot No. 8 of Section 28, Township 13 South, Range 11 West, W. M., Lincoln County, Oregon, and being a portion of that property described in that certain deed to Clifford and Lola Wallace, recorded in Book 167, Page 128 of Lincoln County Records of Deeds; the said parcel being that portion of said property lying Easterly of a line described as follows:

Beginning at a point which is 1407.01 feet South and 213.92 feet East of the Northwest corner of said Section 28; thence North 1° 16' West 245.9 feet; thence North 8° 10' West 67.19 feet; thence North 4° 52' East 61.55 feet; thence North 42° 55' East 53.16 feet; thence North 8° 04' West 88.28 feet; thence North 49° 21' West 33.41 feet; thence North 2° 19' East 96.02 feet; thence North 38° 06' East 42.16 feet.

fs/lw

together with the continuing right to clear and remove any brush, debris and obstructions on the said land which in the opinion of the Grantee herein may be desirable.

We, the said Grantors further release the Grantee herein, the State of Oregon, by and through its State Highway Commission, their officers, agents,

contractors and employees from any and all claims for loss, injury or damage that may occur to the land herein described and to the appurtenances thereto belonging, resulting or claimed to result from the drainage, construction, reconstruction or maintenance of the Alsea Highway, being State Highway No. 7, causing or claimed to cause the inundation of the property herein described.

TO HAVE AND TO HOLD the said easement, right, power and privilege unto the said Port of Alsea, its successors and assigns forever.

And we the said Grantors do hereby covenant to and with the said Port of Alsea, its successors and assigns, that we are the Owners in fee simple of said premises; that they are free from all incumbrances and that we will warrant and defend the same from all lawful claims whatsoever.

IN WITNESS WHEREOF, we have hereunto set our hands and Seals this ______ day of ____________________, 1956.

Done in presence of:

______________________________ ______________________________(SEAL)

______________________________ ______________________________(SEAL)

STATE OF OREGON )
) ss.
County of ________________)

On this ______ day of ________________, 1956, personally came before me, a Notary Public in and for said county and state, the within named Clifford Wallace and Lola Wallace his wife, to me personally known to be the identical persons described in, and who executed, the within instrument, and who each personally acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

______________________________
Notary Public for Oregon
My commission expires:________________

JWD:RN

File No. 25846-J

# FLOWAGE EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that we, Clarence A. Barto and Doris A. Barto, husband and wife,

Grantors for the consideration of the sum of ______________________________ ______________ Dollars, and other valuable considerations, to us paid, have granted, bargained, sold and conveyed and by these presents do grant, bargain, sell and convey unto the PORT OF ALSEA, a municipal corporation of the State of Oregon, a perpetual easement, right, power and privilege to overflow, flood, inundate and submerge the following described parcel of land to wit:

A parcel of land lying in the Northwest quarter (NW¼) of Section 28, Township 13 South, Range 11 West, W.M., Lincoln County, Oregon, and being a portion of that property described in that certain deed to Clarence A. and Doris A. Barto, recorded in Book 134, Page 361 of Lincoln County Records of Deeds; the said parcel being that portion of said property lying Easterly of a line described as follows:

Beginning at a point which is 1407.01 feet South and 213.92 feet East of the Northwest corner of said Section 28; thence North 1° 16' West 245.9 feet; thence North 8° 10' West 67.19 feet; thence North 4° 52' East 61.55 feet; thence North 42° 55' East 53.16 feet; thence North 8° 04' West 88.28 feet; thence North 49° 21' West 33.41 feet; thence North 2° 19' East 96.02 feet; thence North 38° 06' East 42.16 feet.

fs/

together with the continuing right to clear and remove any brush, debris and obstructions on the said land which in the opinion of the Grantee herein may be desirable.

We, the said Grantors further release the Grantee herein, the State of Oregon, by and through its State Highway Commission, their officers, agents,

contractors and employees from any and all claims for loss, injury or damage that may occur to the land herein described and to the appurtenances thereto belonging, resulting or claimed to result from the drainage, construction, reconstruction or maintenance of the Alsea Highway, being State Highway No. 7, causing or claimed to cause the inundation of the property herein described.

TO HAVE AND TO HOLD the said easement, right, power and privilege unto the said Port of Alsea, its successors and assigns forever.

And we the said Grantors do hereby covenant to and with the said Port of Alsea, its successors and assigns, that we are the Owners in fee simple of said premises; that they are free from all incumbrances and that we will warrant and defend the same from all lawful claims whatsoever.

IN WITNESS WHEREOF, we have hereunto set our hands and Seals this ______ day of __________________, 1956.

Done in presence of:

_____________________________ _____________________________(SEAL)

_____________________________ _____________________________(SEAL)

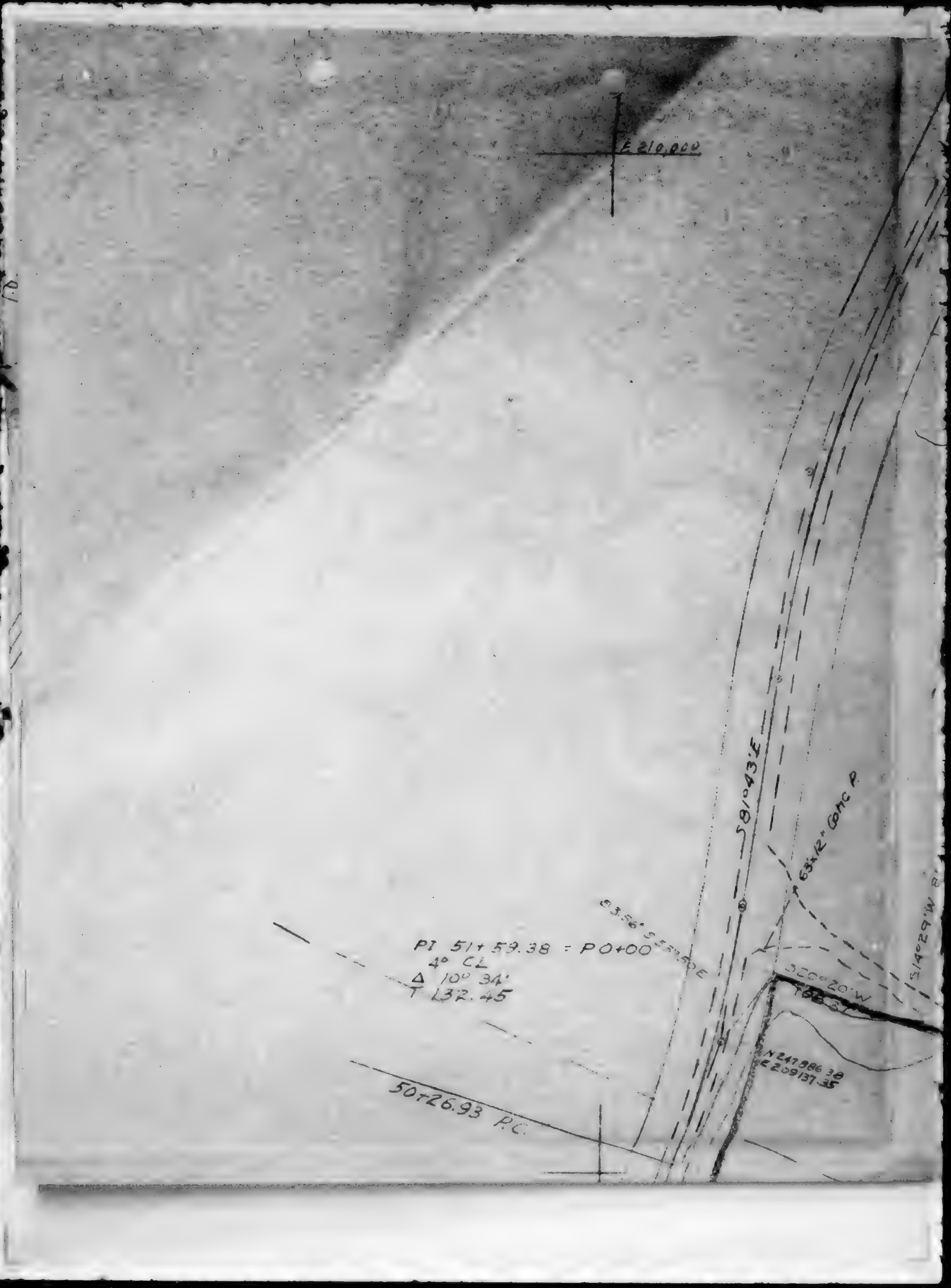
STATE OF OREGON )
County of ______________ ) ss.

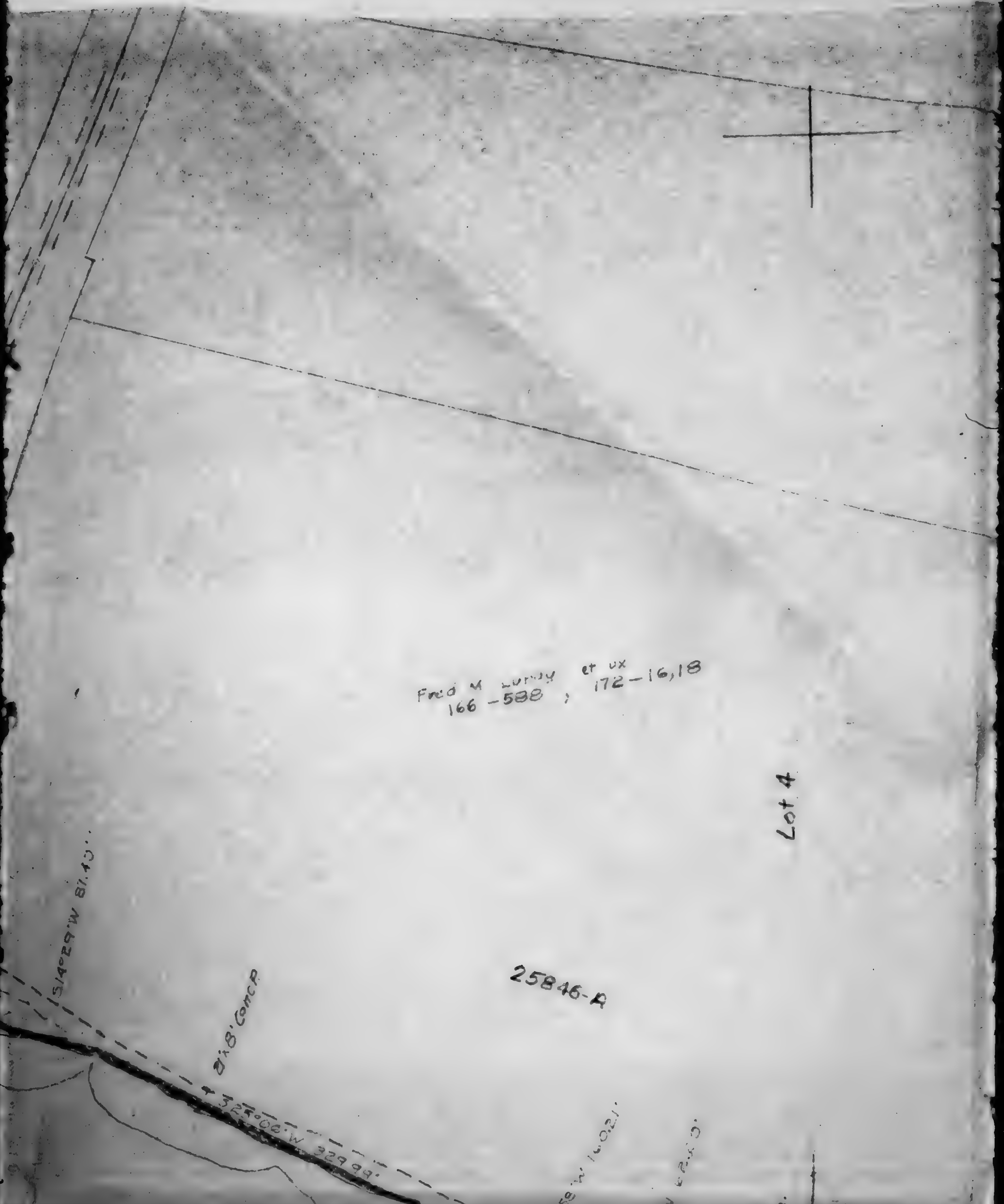
On this ______ day of __________________, 1956, personally came before me, a Notary Public in and for said county and state, the within named Clarence A. Barto and Doris A. Barto his wife, to me personally known to be the identical persons described in, and who executed, the within instrument, and who each personally acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

_____________________________
Notary Public for Oregon
My commission expires: ______________

JWD:RN


E 210,000
S81°43'E
63"x12" Conc P.
S14°29'W
83.56' S55°50'E
PI 51+59.38 = P0+00
4° CL
Δ 10° 34'
T 132.45
S20°20'W
N 247886.38
E 209137.35
50+26.93 P.C.


Fred M Lundy et ux
166-588 ; 172-16,18
Lot 4
25846-A
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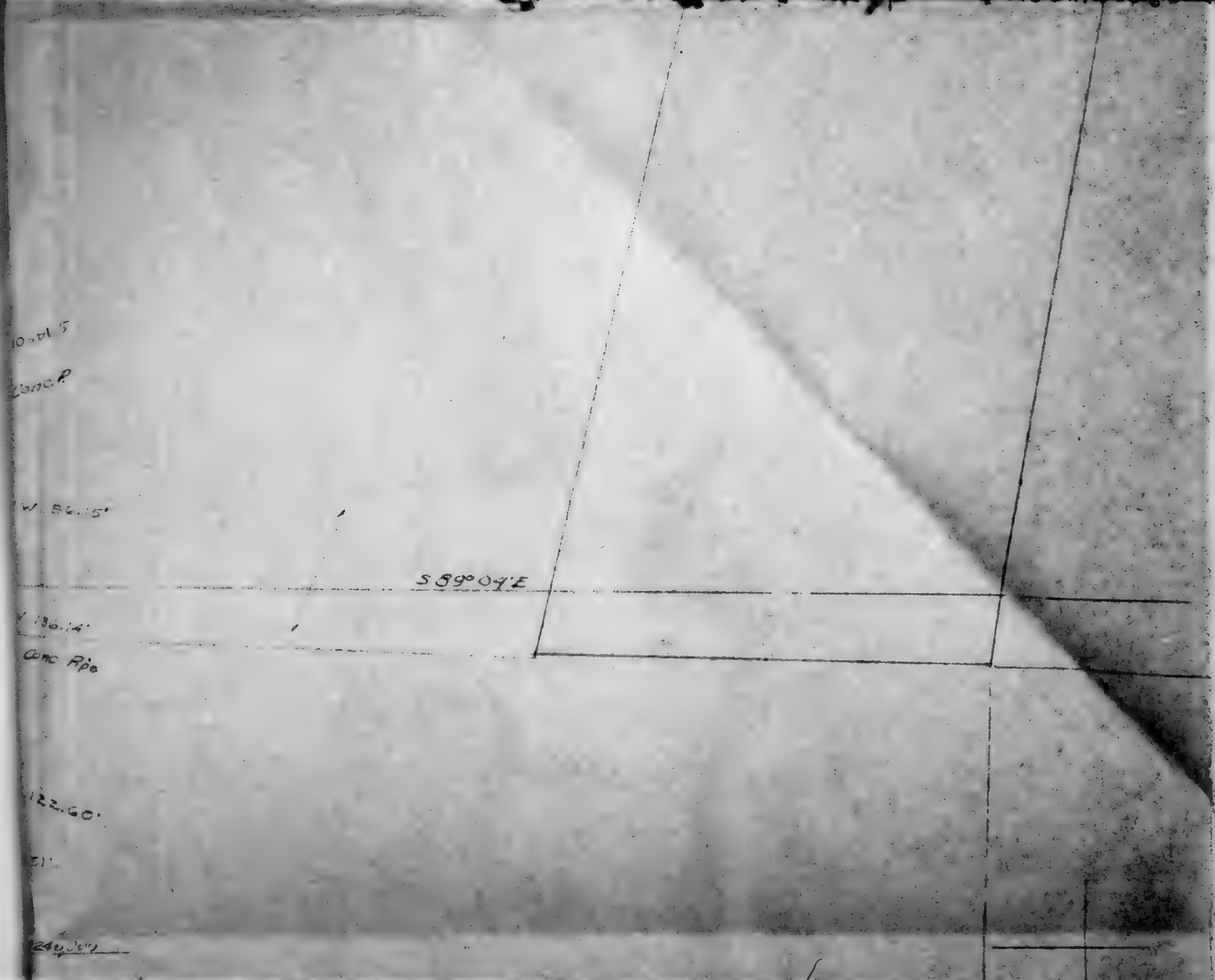
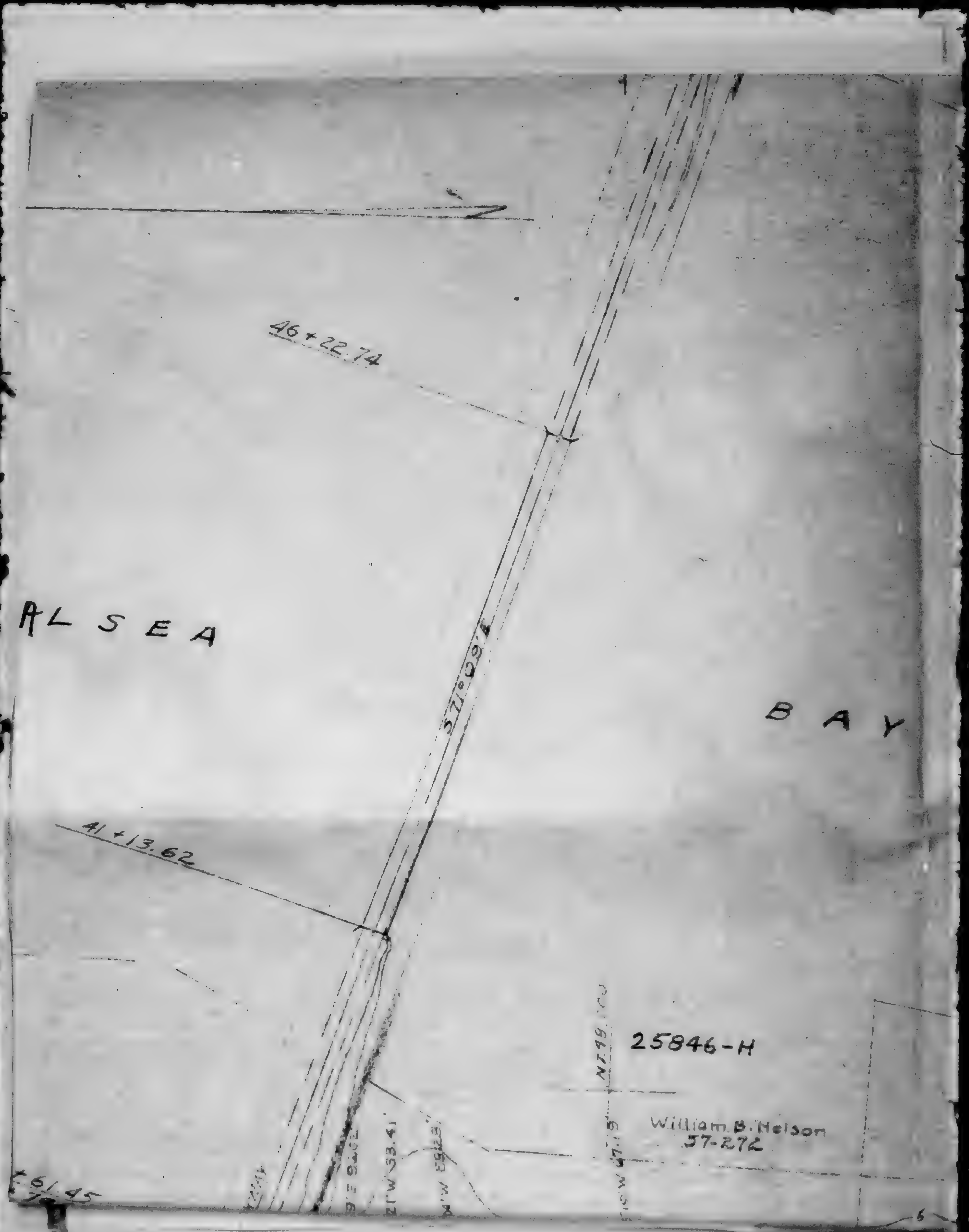
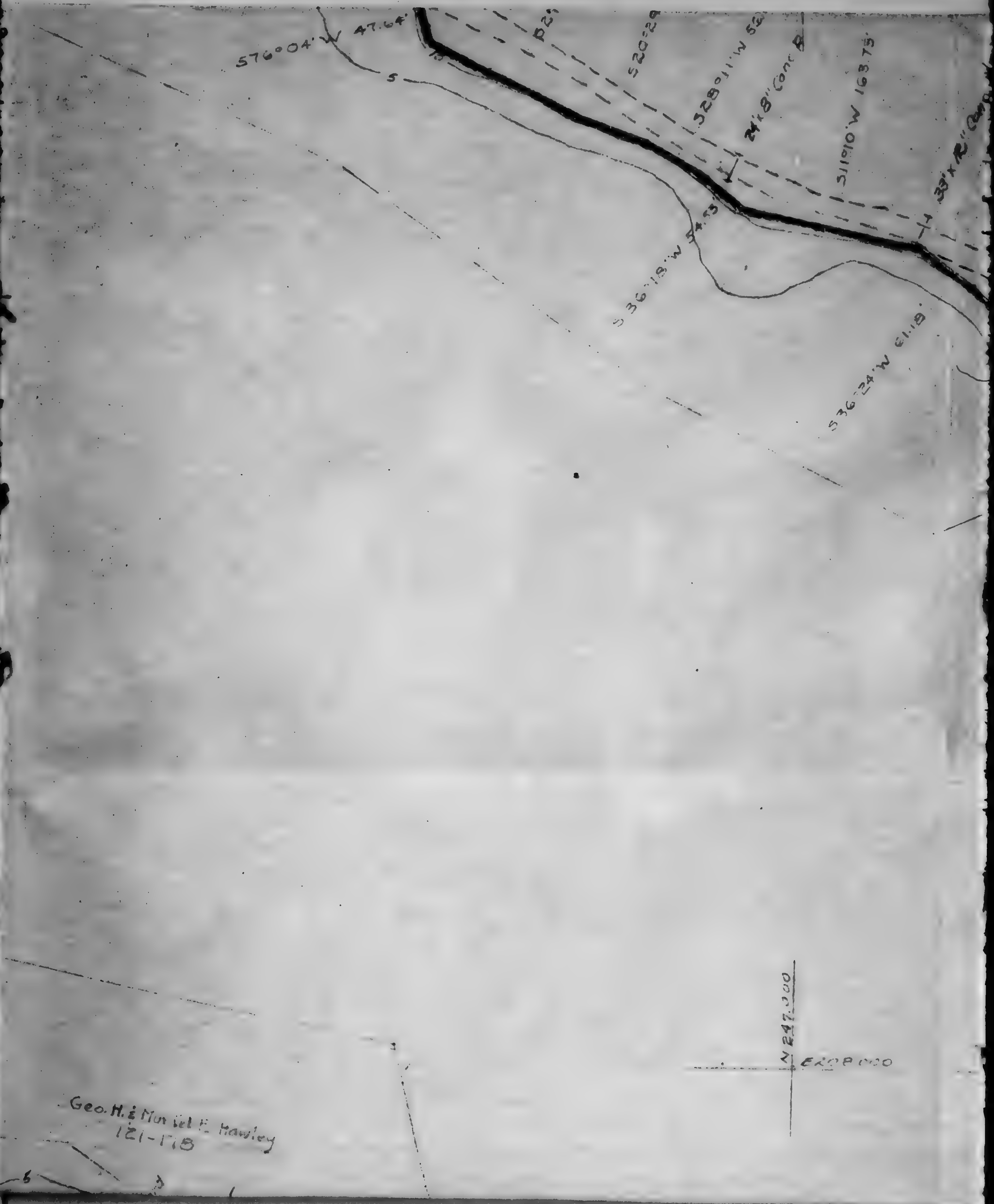
8'x8' Conc P.
S25°06'W 329.99'
58'W 100.21'
W

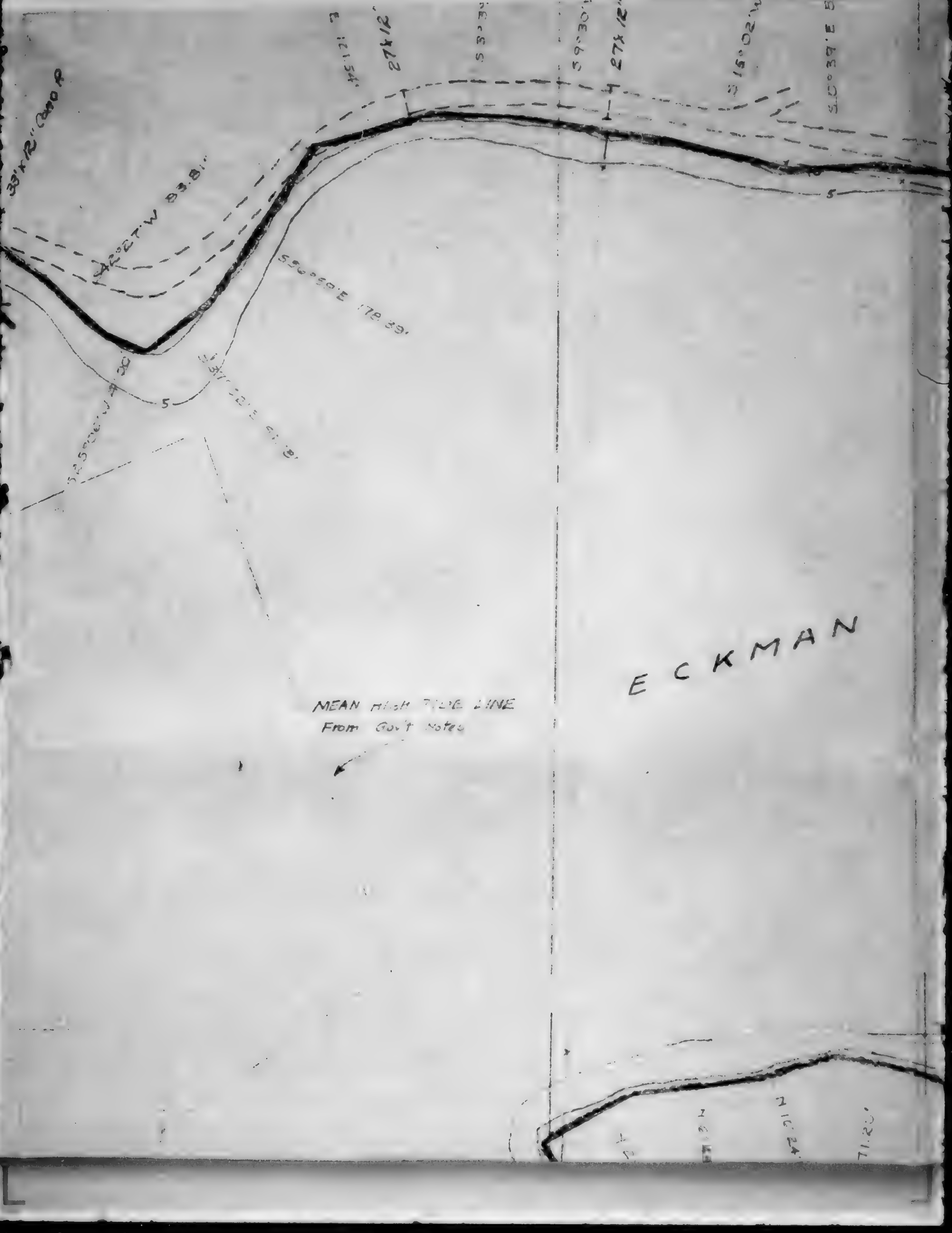

10°01'5
Conc. P
W. 56.15'
S 89°04'E
136.14'
Conc Pipe
122.60'
E1'
24°30'

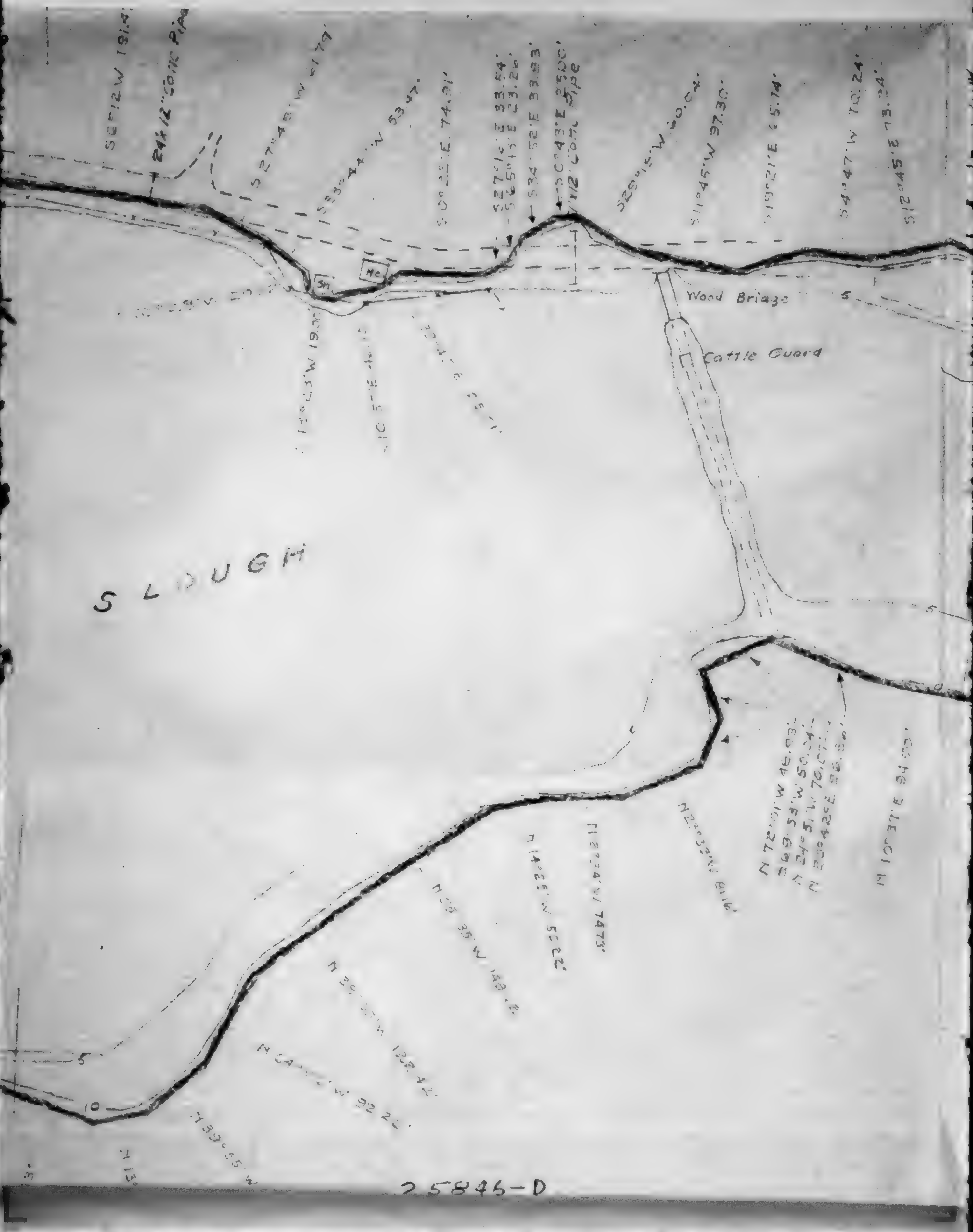
Lot 5
Emil F. Dallenbach et ux
95 - 580
25846-8
240.00

E210,000


46+22.74
ALSEA
S71°09'E
BAY
41+13.62
25846-H
William B. Nelson
57-272
21 W 33.41
61.45


S76°04'W 47.64'
5
S20°29
S28°11'W 52
24"x8" Conc B
S11°10'W 163.75
33"x12" Conc
S36°18'W 54.53
S36°24'W 61.18
N 247,000
E 208,000
5
Geo. H. & Muriel E. Hawley
121-118


33'x12" Conc P
27x12"
S 3° 3'
S9°30'
27x12"
S 15°02'W
S 0°39'E 5
27'W 83.81'
S56°59'E 178.39'
5
5
ECKMAN
MEAN HIGH TIDE LINE
From Gov't Notes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24" 12" Corr. Pipe
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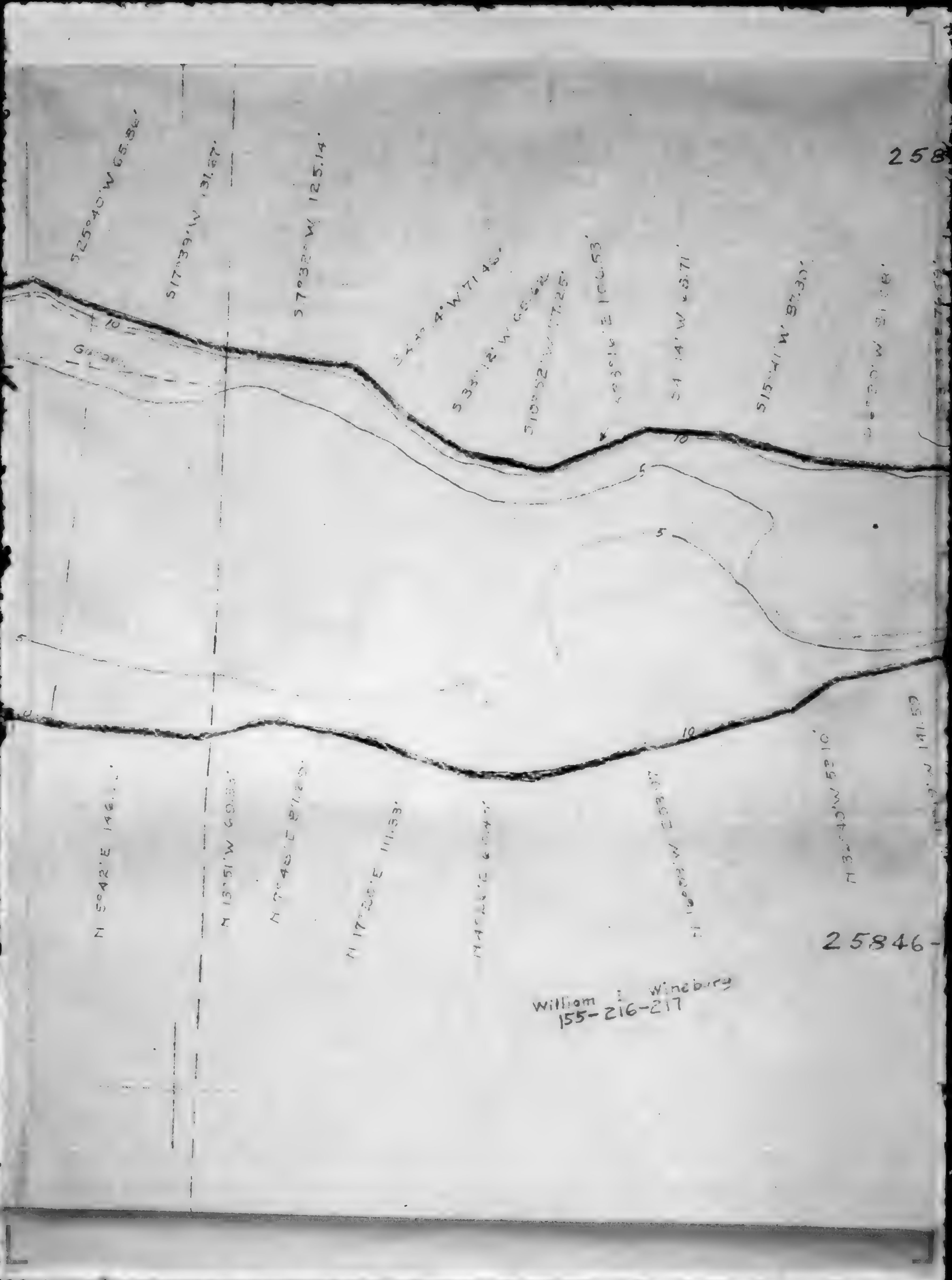
S33°44'W 53.47'
S0°25'E 74.31'
S27°16'E 33.54'
S65°15'E 23.26'
S34°52'E 33.33'
S0°43'E 35.00'
1/2" Corr. Pipe
S29°15'W 50.04'
S11°45'W 97.30'
S19°21'E 65.14'
S4°47'W 70.24'
S12°45'E 73.24'
Sh
Hc
Wood Bridge
5
Cattle Guard
SLOUGH
5
N 72°01'W 46.93'
S69°53'W 50.4'
S24°51'W 70.07'
S20°42'E 96.36'
N 10°37'E 94.53'
N 23°32'W 61.16'
N 23°34'W 74.73'
N 14°28'W 50.22'
N 28°35'W 148.2'
N 38°28'W 138.42'
N 64°30'W 92.26'
5
0

25846-D


258
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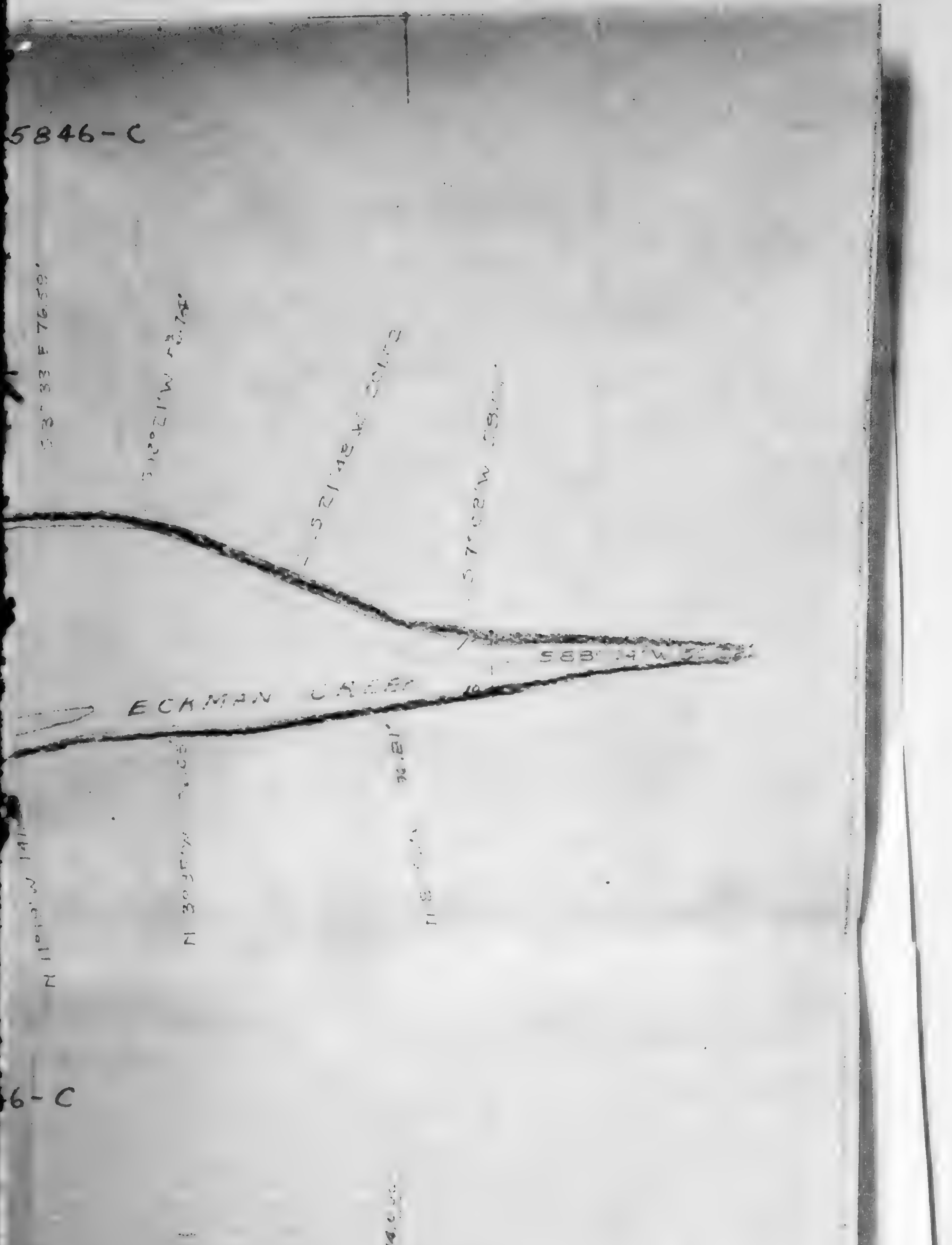
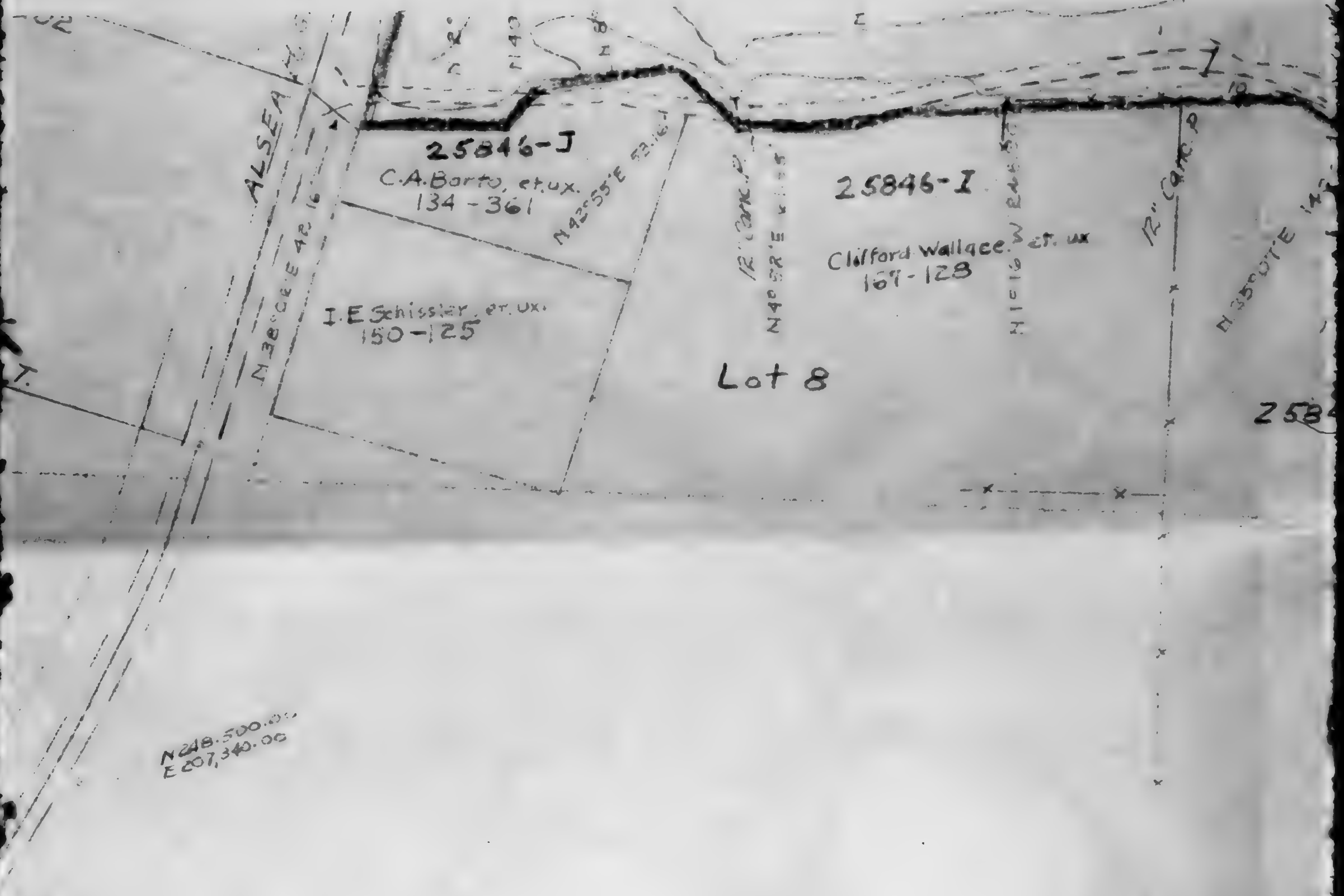
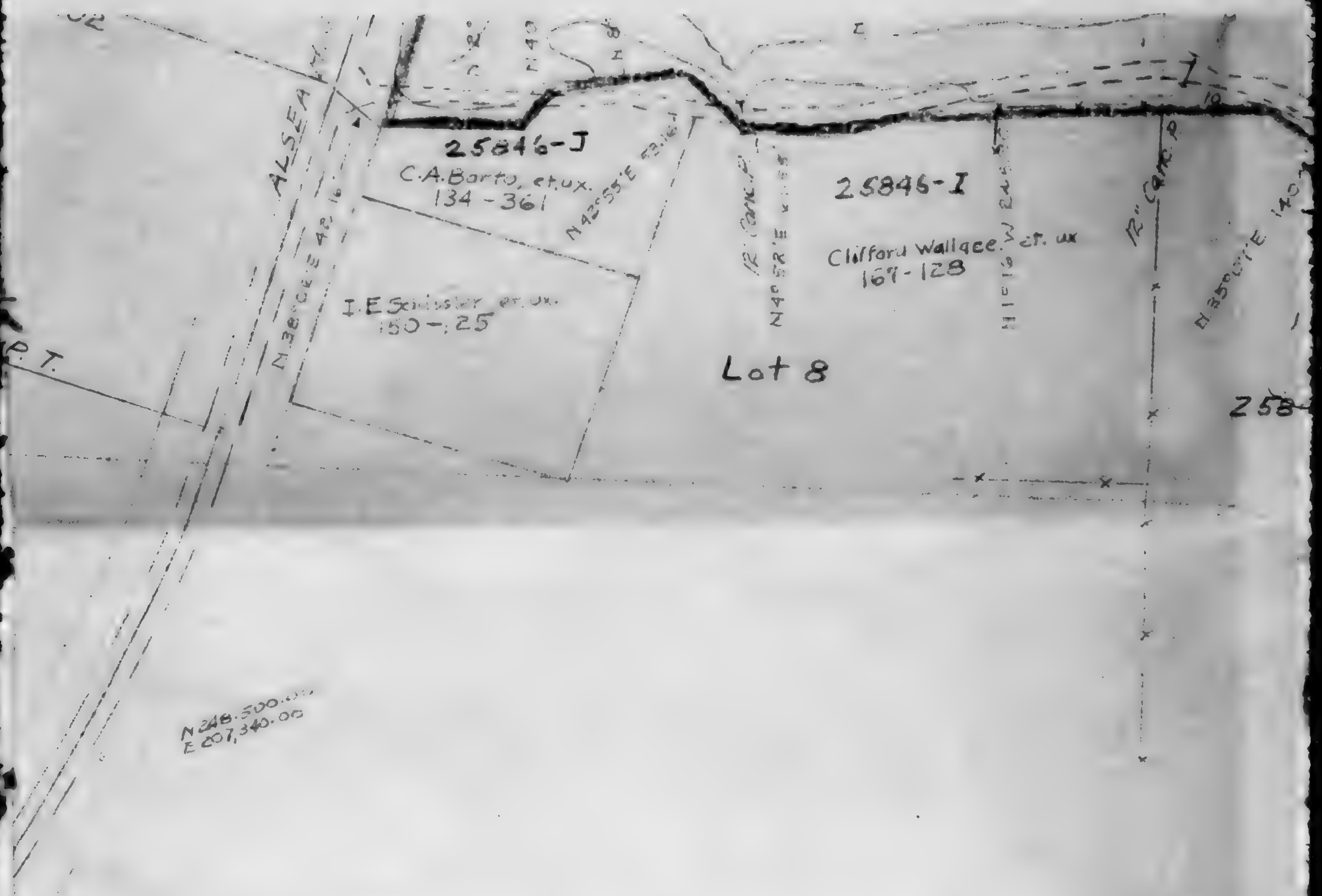
S17°39'W 131.87'
S7°32'W 125.14'
W 71.46'
S33°12'W 66.66'
S10°52'W 17.25'
E 106.53'
S1 14'W 63.71'
S15°41'W 87.30'
10
Garden
10
5
5
5
10
10
N 5°42'E 146
N 13°51'W 69.83'
N 17°20'E 111.33'
N 32°45'W 52.10'
141.59
25846-
William E. Winebury
155-216-217

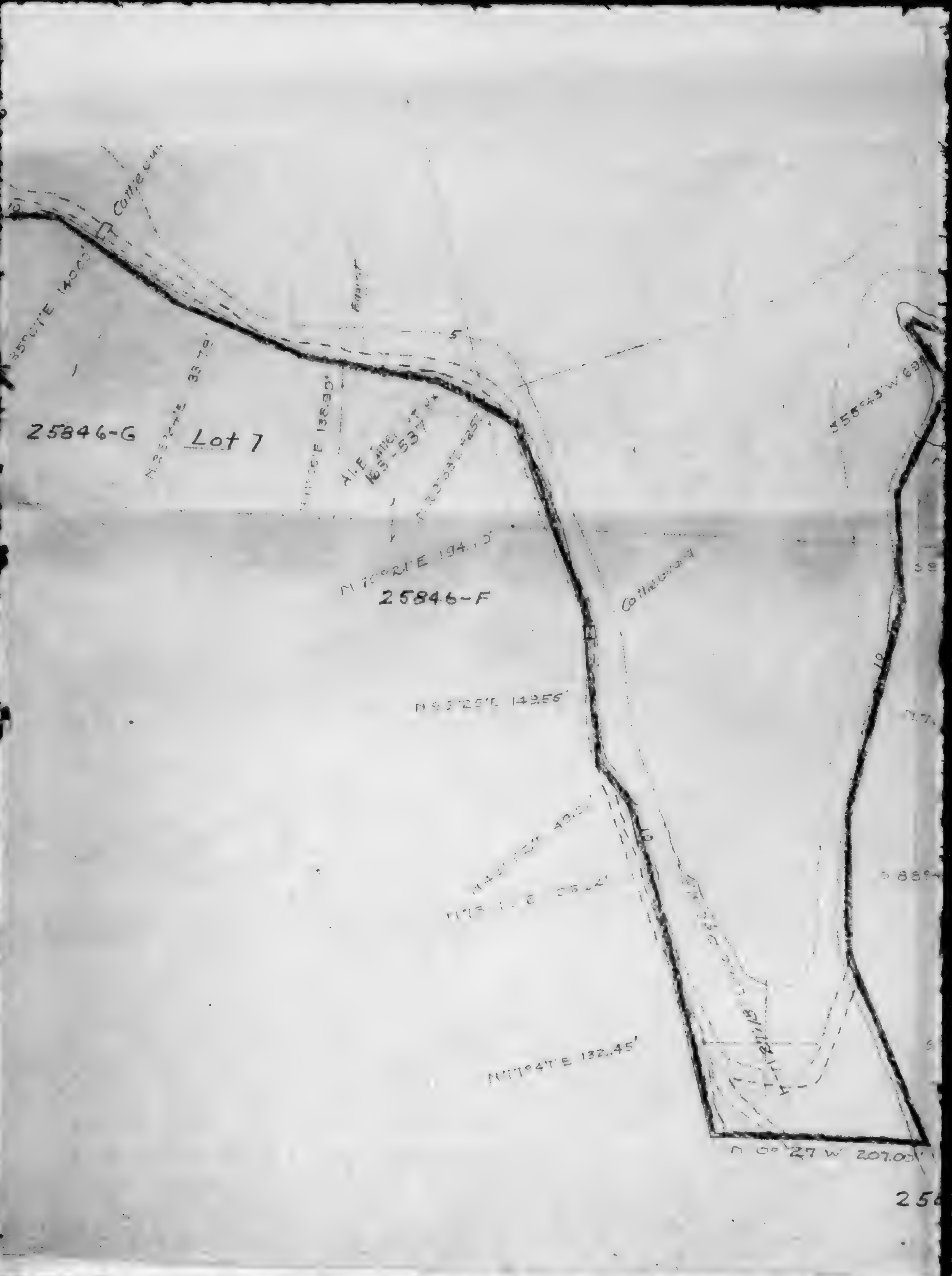

5846-C
ECKMAN CREEK
S 3° 33' E 76.59'
S 88° 14' W
6-C

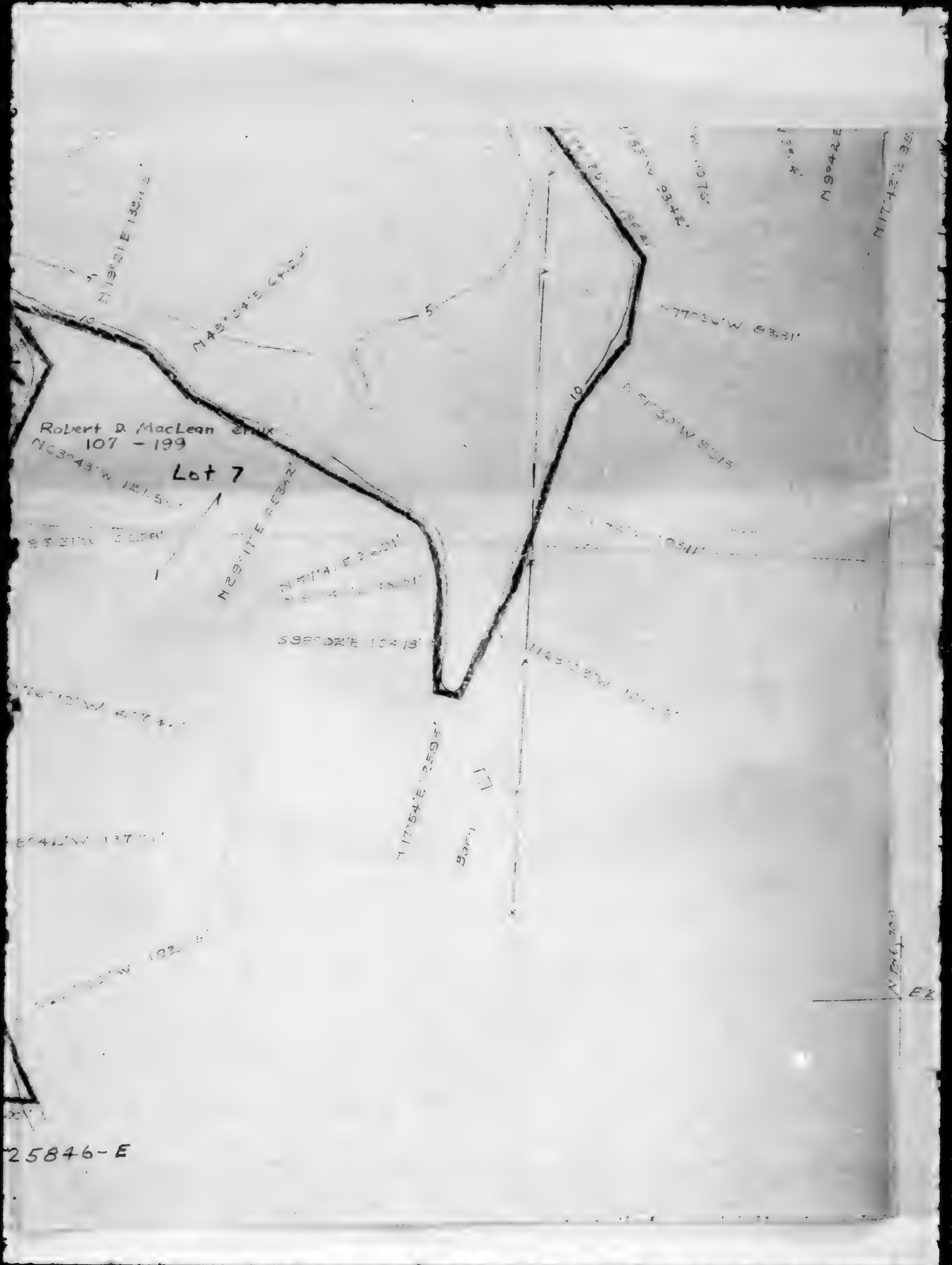

ALSEA
25846-J
C.A. Borto, et. ux.
134-361
N42°55'E
I.E Schissler, et. ux.
150-125
N 38°06'E
12" Cor.
25846-I
Clifford Wallace, et. ux.
167-128
12" Cor.
N 35°01'E
Lot 8
258
N248,500.00
E207,340.00

Eckman Slough Section
Alsea Hwy.
Lincoln Co.
Flowage Easement


25846-J
C.A.Barto, et.ux.
134-361
ALSEA
25846-I
Clifford Wallace, et. ux
167-128
I.E Schissler et. ux.
150-125
Lot 8
P.T.
12" Cork P
N 42°55'E 53.6
N 248,500.00
E 207,340.00
258

Eckman Slough Section
Alsea Hwy.
Lincoln Co.
Flowage Easement

Cattle guard
Easement
5
25846-G
Lot 7
A.L.E. Interest
1653-537
N 70°21'E 194.15'
25846-F
Cattle guard
N 43°25'E 149.55'
N 11°47'E 132.45'
S 0° 27' W 207.00'
10
S 55°43' W 63
S 88°4
25


Robert D. MacLean et ux
107 - 199
Lot 7
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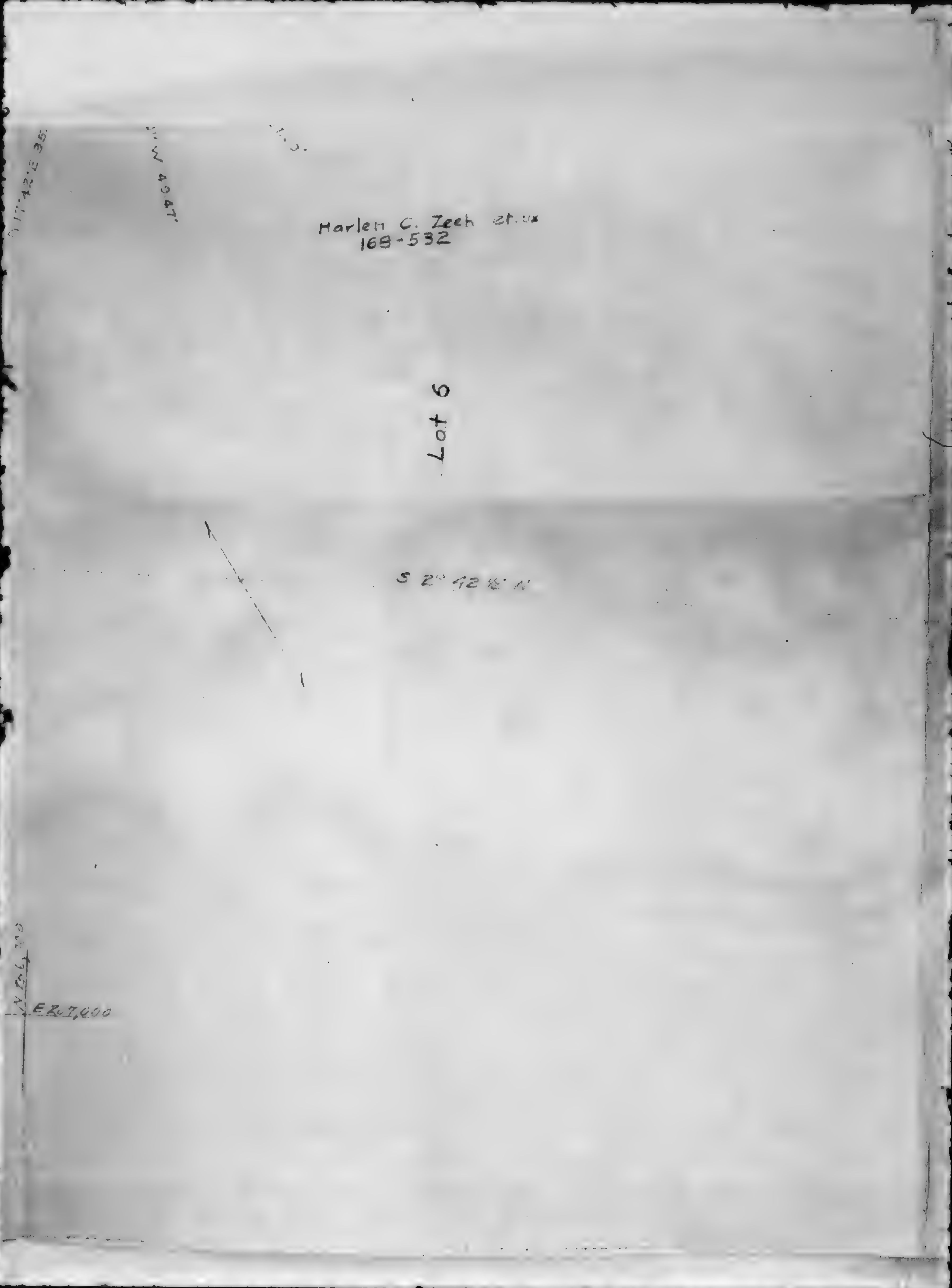
N43°04'E
N19°21'E 132.1
N77°36'W 63.31
N90°42'E
N17°42'E 38
10
5
Barn
EB

25846-E


11°42' E 35.
" W 40.47'
Harlen C. Zeeh et.ux
168-532
Lot 6
S 2° 42' 8" W
E 267,000

28
29
E 207,000

RECEIVED
NOV 1 1956
FOR FILING

S-2-29(5)

[illegible]

Cross Referenced To:
adm.
Ore. St. G.
St. Dept.-Gen

Salem, Oregon
October 30, 1956

Eckman Slough near Waldport

Cross Referenced To:
Maint.
Traffic S
Sidewalks

Mr. C. W. Enfield
Chief Counsel

Under date of October 10, we wrote Senator McMinnimee concerning the sponsoring of a bill in the legislature to legalize a dike on Eckman Slough near Waldport. Copy of this letter was sent to you. I now attach a copy of a reply from Senator McMinnimee in which he agrees to sponsor such a bill and requests that a draft be prepared for his consideration. It would be appreciated if you would have a draft of such a bill prepared.

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams

[redacted]

MEMBERS
WARREN A. McMINIMEE
STATE SENATOR
CHAIRMAN
ROBERT L. ELFSTROM
STATE REPRESENTATIVE
VICE CHAIRMAN
WM. W. BRADEEN
STATE REPRESENTATIVE
SECRETARY

MEMBERS
CHARLES W. BINGNER
STATE SENATOR
WALTER C. LETH
STATE SENATOR
E. A. LITTRELL
STATE REPRESENTATIVE
FRED MEEK
STATE REPRESENTATIVE

LEGISLATIVE HIGHWAY INTERIM COMMITTEE
CREATED BY S.J.R. 25, 1955 OREGON LEGISLATURE
ROOM 319 CAPITOL BUILDING
SALEM, OREGON

REFERRED TO Paxson
By State Highway Engineer

October 26, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Mr. Williams:

Pardon my delay in answering your letter of October 10, 1956 with reference to the Port of Alsea and the replacement of the present Eckman Slough Bridge with a fill. The delay was occasioned by my sojourn in the hospital but I am now back at work.

I conferred with the County Court in Lincoln County to sponsor a bill legalizing the construction at the next Legislative session. To do this through Congress might take a long time and I feel that we can amply take care of it in our State Legislature.

If for any reason the people do not see fit to return me to the Legislature on November 6, I have no doubt that another sponsor can be found.

In the meantime it would be appreciated if you would have a Bill drafted for my consideration.

With kind regards.

Sincerely yours,

Warren McMinimee
Warren A. McMinimee

WAM:sh

RECEIVED
OCT [illegible] 1956
STATE HIGHWAY COMMISSION

R

RECEIVED
OCT 11 1956
FOR FILING
[illegible]
[illegible]

Cross Referenced To:
abu
Ore. St of
H. Depts. Gen

Cross Referenced To:
Maint
Traffic S
Sidewalks

October 10, 1956

Senator Warren A. McMinimee
Chairman
Legislative Highway Interim Committee
Tillamook Building
Tillamook, Oregon

Dear Senator McMinimee:

As you know, we are cooperating with the Port of Alsea and citizens of Waldport in replacing the present Eckman Slough Bridge with a fill rather than with a new structure so that a fresh-water pond will be created above our highway.

Years ago, Eckman Slough was classed as a navigable waterway. We are now advised by the District Engineer of the U. S. Engineering Department that before a fill, which is in effect a dam, can be built across Eckman Slough it will have to be legalized either by the Congress or by the State Legislature. I am attaching hereto a copy of a letter from the District Engineer, U.S.E.D., advising us of this requirement.

For your ready reference the citation to Section 9 of the River and Harbor Act approved March 3, 1899 (Title 33, Section 401, U.S.C.A.) reads as follows:

> "Section 401. Construction of bridges, causeways, dams or dikes generally. It shall not be lawful to construct or commence the construction of any bridge, dam, dike, or causeway over or in any port, roadstead, haven, harbor, canal, navigable river, or other navigable water of the United States until the consent of Congress to the building of such structures shall have been obtained and until the plans for the same shall have been submitted to and approved by the Chief of Engineers and by the Secretary of War; Provided, That such structures may be built under authority of the legislature of a State across rivers and other waterways the navigable portions of which lie wholly within the limits of a single State, provided the location and plans thereof are submitted to and approved by the Chief of Engineers and by the Secretary of War before construction is

> commenced: And provided further, That when plans for any bridge or other structure have been approved by the Chief of Engineers and by the Secretary of War, it shall not be lawful to deviate from such plans either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Chief of Engineers and of the Secretary of War. (Mar. 3, 1899, c. 425, par. 9, 30 Stat. 1151.)"

We would be confronted with a long delay in going to the Congress with this matter and we would suggest that it can best be expedited by our State Legislature. Knowing your interest in the matter, it would be appreciated if you would sponsor a bill legalizing the construction. If this meets with your approval, we will be glad to draft a bill for your consideration.

Very truly yours,

W. C. Williams
State Highway Engineer

Attach.

cc Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. C. W. Enfield

GSP:gm fn

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)
NPPKS-4

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

October 9, 1956

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. G. S. Paxson, Assistant State Highway Engineer

Gentlemen:

Reference is made to recent correspondence concerning a bridge or dam across Eckman Slough near Waldport, Oregon; and particularly to your letter of September 17, 1956.

The views of the Department of the Army have been received, and are to the effect that replacement of the present structure, crossing Eckman Slough, by a fill will necessitate the approval required under Section 9 of the River and Harbor Act approved March 3, 1899. Under these conditions the work must be authorized by the Congress of the United States or the Legislature of the State of Oregon prior to making application to the Department of the Army. Either authority will suffice since the waterway is entirely within the State of Oregon.

If no objections are received in response to the public notice, which will be mailed to all known interested parties after the formal application is received, the Department of the Army would then interpose no objection to commencement of the work prior to formal approval. It is requested, however, that the names and addresses of all owners of property which would front on the proposed lake be furnished this office with the formal application.

Very truly yours,

RECEIVED
OCT 10 1956
OREGON
STATE HIGHWAY COMMISSION

JACKSON GRAHAM
Colonel, Corps of Engineers
District Engineer

RECEIVED
SEP 18 1956

FOR FILING
[illegible]

[illegible]

Cross Referenced To:
[illegible]
[illegible]
[illegible]

Cross Referenced To:
Maint
Traffic L.
Sidewalks

September 17, 1956

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

I have your letter of September 13 concerning the Eckman Slough bridge or dam.

The City of Waldport has definitely said that they want to put a fill across the waterway and form a fresh-water pool above the highway. The Highway Commission is willing to go along with them in this. Our legislature will be meeting the first of the year, and, if action by the legislature is necessary, I should get the bill to them prepared as early as possible. I would therefore appreciate as early advice as you can give me as to whether the Chief of Engineers and the Secretary of the Army concur in your recommendation that Eckman Slough is a nonnavigable stream.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. Forrest Cooper

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)
NPPKS-4

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

September 13, 1956

NPP 800.6(Eckman Sl.-Bridges)-1.

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. W. C. Williams, State Highway Engineer

Gentlemen:

In response to your letter dated April 30, 1956, concerning the navigable status of Eckman Slough, a southerly tributary of Alsea River near Waldport, Oregon, you are advised that Eckman Slough is hereby designated as a minor waterway over which bridges may be constructed without further approval.

Since informal information has been received that local Waldport interests desire to maintain the tidal area of Eckman Slough as a freshwater lake, you are advised that such designation does not authorize construction of a dam. Therefore, until such time as the slough is declared non-navigable, the approval of either the Congress or the Legislature of the State of Oregon will be required prior to approval of a dam by the Chief of Engineers and the Secretary of the Army.

However, it has been recommended to higher authority that the waterway is not capable of supporting a useful commerce in its ordinary condition and should be considered non-navigable. If the Chief of Engineers and Secretary of the Army concur you will be so advised. If not the authority referred to above will be necessary before a fill (dam) can be constructed to replace the existing bridge.

Very truly yours,

JACKSON GRAHAM
Colonel, Corps of Engineers
District Engineer

RECEIVED
SEP 17 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 20 1956
FOR FILING

# City of Waldport

Waldport, Oregon

*MAYOR*
FRANK LUNDY

*RECORDER*
WILLIAM F. KEADY

*TREASURER*
*CITY ATTORNEY*
E. R. BLAIR

*CITY ENGINEER*
W. W. JONES

*CHIEF OF POLICE*
C. O. DELAP

*FIRE DEPARTMENT CHIEF*
W. E. KIRKLAND

*HEALTH OFFICER*
Dr. W. M. SAMMONS

*SUPERINTENDENT OF STREETS, WATER AND SEWER*
C. A. VANDEHEY

*COUNCILMEN*
J. C. ROLPH
J. H. WELLS, President
R. J. MacDUFFEE Jr.
CHESTER NELSON
LOUIS A. HALVORSEN
CLAUDE HALL

COMMITTEE CHAIRMEN

*FIRE AND WATER*
HALL

*JUDICIARY*
MacDUFFEE

*POLICE*
HALVORSEN

*HEALTH AND SEWER*
NELSON

*STREET*
WELLS

*FINANCE AND PRINTING*
ROLPH

September 17, 1956.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

At the September meeting of the Waldport City Council your letter of August 28th was read and discussed. Both the Council and those present at the meeting heartily approve the plans as you outlined them and a part of the minutes of the meeting read as follows:-

"Moved by Councilman Wells and seconded by Councilman Rolph to instruct the Recorder to notify the State Highway Commission that the City will raise its pipe line through the Eckman Slough tide land to an elevation of 2.8 mean sea level. Motion carried unanimously."

From the above you will see that the Council is wholly in accord with those who have worked so hard for the development of the Eckman Lake and also are thankful for the generous attitude of your department toward the project.

We have received notice of the final determination of the Fish Commission and the Port of Alsea understands that a fish ladder might be required at some later date if provision is made for the passage of salmon through the Eckman Creek gorge.

If the City of Waldport can assist you in any way you have but to notify us.

Cordially yours,

William F Keady
William F. Keady,
City Recorder.

Copies sent
to P. M. Stephenson
and Roy C. Edgerton

NOTED
G. S. PAXSON

RECEIVED
[illegible] 1956
OREGON
STATE HIGHWAY COMMISSION

FISH COMMISSION OF OREGON
307 STATE OFFICE BUILDING
1400 S.W. 5TH AVENUE
PORTLAND 1, OREGON

September 12, 1956

Mr. William F. Keady, Secretary
Port of Alsea
Waldport, Oregon

Dear Mr. Keady:

Reference is made to your letter of July 26, 1956 and our letters of July 30, 1956 and August 21, 1956 concerning the proposal for replacing the Eckman Slough bridge with a fill to form a fresh water lake.

This Commission has given this matter careful consideration and it is our recommendation that a ladder be constructed at the time that the fill and overflow structure are built. By building the ladder at the time the fill is made, it is our feeling that a more desirable and economical fishway structure could be installed.

However, we are aware of the limited area presently available to anadromous fish in this stream due to a falls immediately above tidewater and for this reason are willing to give approval to the construction of the fill and overflow structure in such a fashion that a satisfactory ladder can be constructed at a later date whenever deemed necessary by the Fish Commission. In this event, plans for the fill and spillway structure should be submitted to both the Fish Commission of Oregon and the Oregon Game Commission in order to receive approval of a design which will provide for the future installation of a satisfactory ladder.

Our investigations of Eckman Creek have indicated a potential for salmon production which warrants the installation of a ladder at the proposed fill. This potential cannot be realised, however, until certain stream improvement work is accomplished and it is for this reason that we are willing to approve of a design which will allow incorporation of a satisfactory ladder at a time when the stream improvement work is undertaken.

We are appreciative of your willingness to cooperate in the provision of fish facilities at this proposed project.

Sincerely yours,

M. C. JAMES
STATE FISHERIES DIRECTOR

cc: State Highway Dept.
(Att: Mr. Paxson)
Oregon Game Commission
Mr. Raymond Willis
Mr. Alfred R. Morgan
Clackamas

COPY

RECEIVED
AUG 29 1956
FOR FILING

Cross Referenced To:
Maint
Traffic S.
Sidewalks

Cross Referenced To:
Adm
Ass. St of
H. Depts. - Gen

August 28, 1956

Mr. William F. Kendy
Recorder
City of Waldport
Waldport, Oregon

RE: Eckman Slough on Alsea Highway

Dear Mr. Kendy:

Under date of August 14 you advised me that you could raise 200 feet of your water line 4 feet, which would bring the water line to an elevation of 2.8 feet mean sea level. I think it would be advisable to do this as it would greatly extend the time in which repairs to the line could be made.

I have notice from the Fish Commission that they will consider the necessity for a fish ladder at the next meeting of their Commission and will advise us following that meeting.

We propose to get this project on for construction early next spring. We will place the overflow culverts so that the flow line is at +6.0' mean sea level, which corresponds to an 8.8' tide. During heavy rains the level of the pond may raise to 9.0' or even to 9.50' mean sea level.

These elevations should be kept in mind in connection with any revisions to county or private roads and in its effect upon the repair to the water line. There are very few tides during the summer season that will raise above this 6.0' flow line for the overflow culvert, and those few tides that would exceed this will not be under enough head at that elevation to cause any great amount of salt water to flow into the pool. During the winter months we may expect several tides higher than 6.0' but there should be enough fresh-water flow in the Alsea River so that the salt concentration is quite low.

We propose to put in a drainage culvert with a flow line at Elevation -2.0 having a manually operated gate at the upper end of the culvert. By opening this culvert when the tide is lower than the elevation of the pool and closing it again when the tide raises above the elevation of the pool, it should be possible to drain the pool in two changes of tide, at least sufficiently far so that repairs could be made to the water line after it is raised to +2.8'.

During the summer months, however, there is only about 5 cubic feet per second flowing into the pool, and if the pool is drained it will take 30 to 40 days to fill it up again. This is not a very satisfactory condition, but I know of no other way than to provide for water-line repairs other than draining the pool.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc
Honorable T. F. Shelton
Lincoln County Judge

Mr. Forrest Cooper
Mr. P. H. Stephenson
Mr. Tom Edwards
Mr. J. D. Walker

Salem, Oregon
August 22, 1956

Water Line
Proposed Fresh-Water Pond
Eckman Slough

Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

Reference is made to your recent correspondence with the City of Waldport concerning the water line that will be in the proposed fresh-water pond on Eckman Slough.

The deck elevation at the west end of the existing bridge is 11.5 feet MSL. The bottom of the water pipe at the lowest point is 12.7 feet lower or -1.2 feet MSL. It would be +2.8 feet MSL if raised four feet. The bottom of the channel is about -2 feet MSL.

As mentioned in my report of July 6, a 6x4 box with invert at -2 would drain the pond on low tides with summer flow of 5 cfs quoted by Kenneth Boardman and confirmed by W. W. Jones, City Engineer. The actual computation showed an empty pool after two consecutive -1.0 foot (MLLW) tides.

If the same box were placed with invert at +2.0 feet MSL, it would take four consecutive -1.0 tides to drain down to +2.5 feet with the 5cfs inflow. The minimum opening that I would consider satisfactory would be 8x4. This would be more expensive than a 6x4 culvert at -2.0 not considering the cost of moving the water main.

Roy C. Edgerton
Research Engineer

RCE:fm

FORM E-30—30M—9-54—79198

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
August 22, 1956

**SUBJECT:** Water Line
Proposed Fresh-Water Pond
Eckman Slough

**To:** Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

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Roy C Edgerton
Roy C. Edgerton
Research Engineer

RCE:fn

Mr. Paxson

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
628 Pittock Block
Portland 5, Oregon

NPPES-4

August 15, 1956

## PUBLIC NOTICE

The Secretary of the Army has given his approval to the location and plans of bridges to be constructed across reaches of minor waterways navigable in law but not actually navigated other than by logs, log rafts, rowboats, canoes or small motor boats. It is considered that clearances over high water provided by the bridge owner for the safety of the bridge will be adequate to meet the reasonable needs of navigation in such waterways.

This notice is to advise all interested parties that the District Engineer proposes to designate Eckman Slough, a southerly tributary of Alsea Bay near Walport, Oregon, to be such a minor waterway, and that replacement of the existing bridge or construction of other bridges across the slough may be accomplished without further approval.

If no objections are received by September 10, 1956, Eckman Slough will be so designated.

JACKSON GRAHAM
Colonel, Crops of Engineers
District Engineer

NOTED

RECEIVED
[illegible] 1956
STATE [illegible] COMMISSION

NOTED
G. S. PAXSON

Copy to Edwards
Stephenson

# City of Waldport

Waldport, Oregon

*MAYOR*
FRANK LUNDY

*RECORDER*
WILLIAM F. KEADY

*TREASURER*
*CITY ATTORNEY*
E. R. BLAIR

*CITY ENGINEER*
W. W. JONES

*CHIEF OF POLICE*
C. O. DELAP

*FIRE DEPARTMENT CHIEF*
W. E. KIRKLAND

*HEALTH OFFICER*
Dr. W. M. SAMMONS

*SUPERINTENDENT OF STREETS, WATER AND SEWER*
C. A. VANDEHEY

*COUNCILMEN*
J. C. ROLPH
J. H. WELLS, President
R. J. MacDUFFEE Jr.
CHESTER NELSON
LOUIS A. HALVORSEN
CLAUDE HALL

COMMITTEE CHAIRMEN

*FIRE AND WATER*
HALL

*JUDICIARY*
MacDUFFEE

*POLICE*
HALVORSEN

*HEALTH AND SEWER*
NELSON

*STREET*
WELLS

*FINANCE AND PRINTING*
ROLPH

August 14, 1956.

Oregon State Highway Department,
Salem, Oregon.

Gentlemen:-

The City Council, after receiving your letter stating that the elevation of the city water pipe was approximately the same as the water under the Eckman bridge at low tide, appointed a committee to see what could be done to relieve the situation.

The lowest portion of the pipe is in front of the Maclean property and could be raised approximately four feet at a moderate cost to the city. If this additional four feet will give you sufficient room for the culvert the city will raise this short stretch of pipe which is about 200 feet long.

If this is not suffiecnt it is suggested that you notify the city as to the lowest elevation which will meet your needs and we will try to meet the requirement.

The original report of the City Engineer stated that the lowest part of the pipe was 12.7 feet below the surface of the road at the west end of the bridge. If the pipe is raised as indicated above this would be 8.7 feet.

Be assured the City of Waldport is perfectly willing to cooperate in every way.

Cordially yours,

CITY OF WALDPORT, OREGON,
By
William F Keady
William F. Keady,
Recorder.

[illegible] 11.5 MSL [illegible] -2 MSL
-12.7
-1.2
+4.0
+2.8 MSL

[illegible]

RECEIVED
AUG 16 1956
STATE HIGHWAY [illegible]

RECEIVED
AUG 23 1956
FOR FILING

file

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
628 Pittock Block
Portland 5, Oregon

NPPKS-4

August 15, 1956

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JACKSON GRAHAM
Colonel, Crops of Engineers
District Engineer

NOTED
FORREST COOPER

RECEIVED
AUG 16 1956
OREGON
STATE HIGHWAY COMMISSION

Copy to Paxson
Edwards
Stephenson

RECEIVED
AUG 9 1956
FOR FILING
V-2 [illegible]

Cross Referenced To:
District
Traffic S.
Sidewalks

August 3, 1956

Cross Referenced To:
Adm
Ore. St of
St. Depts. Gen

Mr. William F. Keady, Recorder
City of Waldport
Waldport, Oregon

Dear Mr. Keady:

I have your letter of July 30 advising that the tide flat traversed by your water line is 12.7 feet below the highway elevation at the Eckman Slough bridge. This is also approximately the elevation of the stream channel under the Eckman Slough bridge, and I see no possibility of ever installing tide gate culverts which would allow the drainage of the pool down to such an elevation. Perhaps I have misunderstood your letter, but I would like to know what is the minimum drawdown of water surface below the elevation of the highway pavement which will fit your needs in connection with repair work to your water line.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

City of Waldport
Waldport, Oregon

*MAYOR*
FRANK LUNDY

*RECORDER*
WILLIAM F. KEADY

*TREASURER*
*CITY ATTORNEY*
E. R. BLAIR

*CITY ENGINEER*
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*POLICE*
HALVORSEN

*HEALTH AND SEWER*
NELSON

*STREET*
WELLS

*FINANCE AND PRINTING*
ROLPH

July 30, 1956.

Oregon State Highway Department,
Salem, Oregon.

Gentlemen:-

Our City Engineer, W. W. Jones, instructs me to report to you as follows:-

"Center line of Alsea Highway pavement at west abutment of Eckman bridge is 12.7 feet above bottom of Waldport water line in the tide flat"

All local agencies and individuals join me in extending thanks for the interest you are showing in the Eckman Lake project.

Cordially yours,
CITY OF WALDPORT,
By William F Keady
William F. Keady,
Recorder.

RECEIVED
AUG 1 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 30 1956
FOR FILING

Waldport, Oregon, July 26, 1956.

Oregon State Highway Department,
Salem, Oregon.

Gentlemen:-

Your letter of July 24th signed by Engineer Paxson has been received. We fully appreciate your decision to replace the present bridge at Eckman Slough with a fill providing all responsibilities will be met locally.

As indicated at the meeting Monday afternoon these responsibilities will be met by local agencies and citizens.

I am enclosing copy of a letter just written to the State Fish Commission in which a pledge is made that the Port of Alsea will construct a fish ladder, if required, either now or at some future time and I am authorized to make such a pledge to you.

I have contacted many of those who attended Monday's meeting and I assure you the good feeling which prevails is ample reward for the time and trouble you spent in our behalf.

Cordially yours,

William F Keady
William F. Keady, Secretary,
Port of Alsea, Waldport, Oregon.

RECEIVED
[illegible]
STATE [illegible]

NOTED
C. S. PAXSON

WALDPORT, OREGON, JULY 26, 1956.

STATE FISH COMMISSION OF OREGON,
307 STATE OFFICE BUILDING,
PORTLAND 1, OREGON.

GENTLEMEN:-

A letter from the State Highway Department indicates their willingness to replace the Eckman Slough bridge with a fill to form a fresh water lake.

Local agencies and citizens will fulfill all requirements one of which is the construction of a fish ladder and the Highway Commission would be pleased to have your final determination in this matter as soon as your survey of Eckman Creek can be made so that, if a fish ladder is required, their plans for the spillway may be made.

The Port of Alsea is willing to meet this requirement, either now or at some future time, and the Port Commission has given the Chairman and Secretary full authority to make such a pledge.

Cordially yours,

William F Keady

William F. Keady, Secretary,
Port of Alsea, Waldport, Oregon.

RECEIVED
JUL 25 1956
FOR FILING

Cross Referenced To:
Maint
Traffic &
Sidewalks

Cross Referenced To:
Adm
Ore. St of,
St Depts - Hw

July [illegible], 1956

Mr. William F. [illegible], Secretary
Port of Alsea
Waldport, Oregon

Dear Sir:

The following is my understanding of the conference which was held at the Eckman Slough Bridge yesterday, between the State Highway Department, Oregon State Fish Commission, Port of Alsea, City of Waldport, and Lincoln County, concerning the replacement of the present Eckman Slough Bridge by a fill which would create a fresh-water lake.

The State Highway Department will replace the bridge structure across Eckman Slough with a fill and with culverts of sufficient size to carry the normal fresh-water drainage, under the worst conditions that can be reasonably anticipated, provided interested parties in the area would assume such costs and responsibilities as would not be a burden upon the State provided the bridge rather than the fill were built. These responsibilities, in general, would involve the building and operating of a fish ladder provided such is deemed necessary, the raising of any county or private roads which might be flooded by the fresh-water lake, the assumption of any damages to private property which might be flooded by such fresh-water lake. In this connection, we have your letter dated July 11 in which you advise that the Port of Alsea will assume any cost for the construction, maintenance, or operation of a fish ladder.

In carrying out this program, the Port of Alsea is to contact the Fish Commission for a definite ruling, first, as to the necessity for a fish ladder at Eckman Slough, and, second, if such a fish ladder is deemed necessary whether it will be required now or at some future time that the Fish Commission develops Eckman Slough above the lake so that it can be used for spawning ground for fish. The State Highway Department will await advice from the Port and the Fish Commission as to this ruling.

Should the fish ladder be required at the present time, the State will cooperate with the Fish Commission in the design of the fish ladder.

It is understood that Lincoln County will assume any obligations of raising any county or other roads which are flooded by the fresh-water pool.

The City of Waldport is to immediately furnish the State Highway Department with the elevation of the City water main lying in the flood plain and with its recommendation as to the elevation at which it would be advisable to pull down the fresh-water pool so that repairs could be made to the water line.

In view of your letter of July 11, it is assumed that this project will proceed as a fill and culvert, in which case our construction would not be done until next year as it will be too late to get this fill in and properly surfaced this construction season. We would, however, appreciate as speedy action as possible on the various matters mentioned above so that we can proceed with the design of our facilities.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Oregon State Fish Commission
Attention: Mr. E. C. Warren, Director, Engineering
Honorable T. F. Shelton, Lincoln County Judge
Mr. Frank Lundy, Mayor of Waldport

Mr. P. M. Stephenson
Mr. J. W. Cattrall
Mr. J. D. Walker

# FRESH-WATER POND STUDY
Eckman Slough
Alsea Highway

I have made a study of the factors involved if a fresh-water pond is created in Eckman Slough by the construction of a continuous fill with a high level culvert for an overflow. Consideration has been given to an overflow at 6.0 feet, MSL, with roads around the pond raised to a minimum elevation of 9.0 feet.

## ECKMAN CREEK FLOODS

Eckman Creek has a drainage area of about 6.3 square miles. Application of data developed by the U.S. Geologic Survey gives the following estimated floods:

Table I
Eckman Creek Flood Predictions

| | |
|---|---|
| Mean Annual (2.33 year) | 550 cfs |
| 10 year | 745 cfs |
| 25 year | 850 cfs |
| 50 year | 930 cfs |
| 100 year | 1010 cfs |

Channel inspection does not indicate a discharge of more than 500 or 600 cfs last winter when most streams in the vicinity were experiencing 15 to 25-year floods. It is doubtful if Rocky Creek (about 5.5 square miles) produced more than 400-500 cfs during this same period. We know that many coastal streams will discharge 200 cfs per square mile on occasion. This is the basis of the 1200 cfs mentioned in the bridge opening study. In the northern coastal region, discharges of this order seem to occur only on streams that have a substantial portion of their drainage areas near the summit of the Coast Range. The above table will be applied to the problem at hand.

## TIDES

The tidal predictions in Alsea Bay are obtained from the Humboldt Bay tides by applying a correction of +1.3 feet to the highs and 0.0 to the lows. A typical very high tide (December 28-29, 1955) would be +8.2 feet at Humboldt Bay, +9.5 feet at Alsea Bay and +9.9 at Astoria (Tongue Point). The tidal datum, MLLW is -2.8 feet MSL in Alsea Bay, thus a tide of 8.8 feet would reach the 6-foot proposed overflow level. Table II lists all tides of 8.8 feet or higher during the years 1952 through 1956, as corrected for Alsea Bay. The heights listed are for normal tides without effect of wind or fresh-water floods. The Corps of Engineers have a figure of +11.77 feet MLLW, or 8.94 feet MSL for maximum water in Alsea Bay.

## Table II
## High Tides at Alsea Bay 1952-1956

| Year | Date | Height |
|---|---|---|
| 1952 | Jan 24 | 9.0 |
| | 25 | 9.2 |
| | 26 | 9.3 |
| | 27 | 9.1 |
| | Jul 6 | 8.8 |
| | 7 | 8.9 |
| | Dec 16 | 8.9 |
| | 17 | 9.0 |
| | 18 | 9.0 |
| | 19 | 8.8 |
| 1953 | Jan 13 | 8.8 |
| | 14 | 9.1 |
| | 15 | 9.2 |
| | 16 | 9.1 |
| | Feb 12 | 8.8 |
| | 13 | 8.8 |
| | Oct 23 | 8.9 |
| | 24 | 8.8 |
| | Nov 19 | 8.9 |
| | 20 | 9.1 |
| | 21 | 9.1 |
| | 22 | 8.9 |
| | Dec 17 | 8.9 |
| | 18 | 9.1 |
| | 19 | 9.2 |
| | 20 | 9.1 |
| | 21 | 8.9 |
| 1954 | Jan 5 | 8.8 |
| | 16 | 8.8 |
| | 17 | 8.8 |
| | May 31 | 8.8 |
| | Oct 14 | 8.8 |
| | Nov 9 | 8.8 |
| | 10 | 9.1 |
| | 11 | 9.2 |
| | 12 | 9.1 |
| | 13 | 8.8 |
| | Dec 7 | 8.9 |
| | 8 | 9.3 |
| | 9 | 9.4 |
| | 10 | 9.4 |
| | 11 | 9.2 |
| | 12 | 9.0 |
| 1955 | Jan 5 | 9.0 |
| | 6 | 9.2 |
| | 7 | 9.3 |
| | 8 | 9.3 |
| | 9 | 9.0 |
| | May 21 | 8.8 |
| | 22 | 8.8 |
| | Jun 18 | 8.9 |
| | 19 | 9.0 |
| | 20 | 8.9 |
| 1955 | Jul 17 | 8.8 |
| | 18 | 8.8 |
| | Nov 1 | 8.8 |
| | 2 | 8.8 |
| | 28 | 9.0 |
| | 29 | 9.2 |
| | 30 | 9.3 |
| | Dec 1 | 9.2 |
| | 2 | 8.8 |
| | 26 | 9.0 |
| | 27 | 9.3 |
| | 28 | 9.5 |
| | 29 | 9.5 |
| | 30 | 9.3 |
| | 31 | 8.8 |
| 1956 | Jan 24 | 8.8 |
| | 25 | 9.0 |
| | 26 | 9.1 |
| | 27 | 9.0 |
| | 28 | 8.8 |
| | Jul 6 | 8.8 |
| | 7 | 8.8 |
| | Nov 19 | 8.8 |
| | Dec 16 | 8.9 |
| | 17 | 9.1 |
| | 18 | 9.1 |
| | 19 | 9.0 |

A water sample taken from Eckman Slough at high tide on June 29, 1956, had a salt content of 2.4 per cent as compared with 3.1 per cent for a water sample taken from the surf at Patterson State Park on the same tide. Numerous water samples taken from Haynes Slough averaged 2.25 per cent in May, 2.75 per cent in July, and 1.07 per cent in December. In the absence of additional data and since the Eckman Slough sample fits well in the Haynes Slough pattern, it will be assumed that the same dilution cycle applies.

From Table II, it will be noted that tides occurring from February through October are not high enough to cause serious introduction of salt water in the pond with overflow elevation at 6.0 feet, MSL, without the addition of

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| | 19 | 8.8 |
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| | 14 | 9.1 |
| | 15 | 9.2 |
| | 16 | 9.1 |
| | Feb 12 | 8.8 |
| | 13 | 8.8 |
| | Oct 23 | 8.9 |
| | 24 | 8.8 |
| | Nov 19 | 8.9 |
| | 20 | 9.1 |
| | 21 | 9.1 |
| | 22 | 8.9 |
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| | Oct 14 | 8.8 |
| | Nov 9 | 8.8 |
| | 10 | 9.1 |
| | 11 | 9.2 |
| | 12 | 9.1 |
| | 13 | 8.8 |
| | Dec 7 | 8.9 |
| | 8 | 9.3 |
| | 9 | 9.4 |
| | 10 | 9.4 |
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| | 30 | 9.3 |
| | Dec 1 | 9.2 |
| | 2 | 8.8 |
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| | 27 | 9.3 |
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From Table II, it will be noted that tides occurring from February through October are not high enough to cause serious introduction of salt water in the pond with overflow elevation at 6.0 feet, MSL, without the addition of wind effect. If the series of tides from November 28 to December 2, 1955, occurred during a very dry fall with low stream flow and high salt concentration, the salt concentration in the pond might reach 0.7 per cent by the end of the series. The highest summer tides backed by a strong wind but without precipitation might cause a slightly higher concentration. It is doubtful if the December or January tides would produce a greater concentration of salt in the pond. River flow in the Alsea would reduce the concentration from tidal flow and increased discharge from Eckman Creek would retard tidal flow into the pond and increase the rate of dilution between high tides.

## CULVERT REQUIREMENT

A multiple barrel box culvert with invert at 6.0 feet MSL, crown at 9.0 feet, MSL, and at least two feet of drop in the barrel is assumed, the following table gives the discharges per foot of culvert width under various conditions.

TABLE III
Overflow Culvert Capacities

| Pond Elevation Feet above MSL | Tail Water Elevation Feet above MSL | Discharge, cfs per foot of width |
|---|---|---|
| 7.0 | Below invert at outlet | 3 |
| 8.0 | " " " " | 8 |
| 9.0 | " " " " | 16 |
| 9.5 | " " " " | 20 |
| 10.0 | " " " " | 24 |
| 9.0 | 8.94 | 5 |
| 9.5 | 8.94 | 15 |
| 10.0 | 8.94 | 21 |

From the above table, a culvert width of 50 feet would handle about a 15-year flood at 9.0 feet and a 100-year flood at 9.5 feet with the tail water below the invert at outlet. It would handle a 10-year flood at 9.5 feet and a 100-year flood at 10 feet with tail water at highest level predicted for Alsea Bay. This should be the minimum culvert width.

If pond drainage facilities must be provided, a drain capable of emptying the pool in a series of low tides would seem to be adequate. A 6' x 4' box will empty the pool on three or four consecutive tides of -0.5 to -1.0 MLLW with a flow of about 5 cfs from Eckman Creek.

## FISH LADDER

If the fish ladder is 6 to 10 feet wide, an overflow elevation of 5.5 to 5.7 feet, MSL, is recommended. This will confine the normal low flow to the fish ladder and will maintain the pond at about the desired 6.0 feet, MSL, elevation during low flow. About half the fish ladder width may be considered as culvert width in meeting the culvert requirement.

## RECOMMENDATIONS

For overflow, a culvert opening 50 feet wide by 3 feet high with invert at 6.0 feet at inlet and 4.0 feet at outlet (both MSL) is recommended. The inlet apron should be curved from the 1½:1 fill slope to the barrel grade. The fish ladder should be set slightly below the 6.0 level to concentrate the low flow. The culvert width requirement may be reduced by half the fish ladder width. A drain box 6' x 4' will empty the pond in a series of low tides with creek flow at 5 cfs. If the possibility of salt concentration in the pond seems dangerous to the type of fish to be planted, consideration might be given to stop-log slots at the inlets to overflow culvert and fish ladder.

## OTHER CONSIDERATIONS

No estimate is made of the effect of the expected degree of salt concentration on the type of fish to be planted. This is left to those familiar with the subject. The stability of the fill under head should be considered. Since a flow of 5 cfs seems rather small to maintain a pond of 80 acres, consideration should be given to seepage through or under the fill. In the project as submitted, plans were included to raise roads around the pond to 9.0 feet. Consideration should be given to increasing this to 9.5 feet in view of the pond elevations expected at times. It is understood that details of the fish ladder will be provided by others.

July 6, 1956
Roy C. Edgerton

# City of Waldport

Waldport, Oregon

*MAYOR*
FRANK LUNDY

*RECORDER*
WILLIAM F. KEADY

*TREASURER*
*CITY ATTORNEY*
E. R. BLAIR

*CITY ENGINEER*
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NELSON

*STREET*
WELLS

*FINANCE AND PRINTING*
ROLPH

Port of Alsea,
July 11, 1956.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

The Port of Alsea at a regular meeting held July 11, 1956 passed a resolution to assume all responsibility for the cost of installing a fish ladder for the Eckman Lake project if a fish ladder is needed.

If you will prepare an agreement to that effect the proper Port officials will sign it.

We understand that representatives of both the Highway Commission and the Fish Commission will meet at the Eckman Creek Bridge at 1:30 P.M. Monday, July 23rd to discuss the project with all interested parties.

We appreciate this opportunity to present our views in the matter. The City of Waldport and the Port Commission have information of this meeting. I will personally see that the Chamber of Commerce and other local organizations are notified. As far as we know there is at this time no opposition to the plans for the development of a fresh water lake at Eckman Slough. The Port Commission owns approximately 78 acres of overflow land there and other owners have signified their willingness to sign the proper releases when they are prepared. As you know the fresh water lakes south of Waldport on Highway 101 are very much appreciated by tourists and summer travellers. The development of the Eckman Project will go a long way toward attracting tourists to the Waldport area.

Cordially yours,

William F. Keady

William F. Keady, Secretary.
Alsea Port Commission.

RECEIVED
JUL [illegible] 1956
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
JUN 26 1956
FOR FILING

[illegible]

[illegible]

Cross Referenced To:
Mount
[illegible]
[illegible]

Cross Referenced To:
[illegible]
[illegible]
[illegible]

June 25, 1956

Mrs. Marjorie Kauffman
Box 15
Waldport, Oregon

Dear Mrs. Kauffman:

Acknowledgment is made of your letter dated June 21, which indicates you received a copy of Mr. Baldock's letter dated June 13 directed to the Lincoln County Court on the subject Eckman Slough Lake Project.

Other than your letter, no replies have been received from the other agencies affected by the project. However, I understand that the Lincoln County Court will assume the obligation of working out all of the conditions mentioned in Mr. Baldock's letter.

At the present time, our Construction Division and Right of Way Division are making the necessary title investigation and writing the property descriptions which are necessary to be incorporated in the flowage easement forms which will be prepared by our Legal Department. In due time, these forms will be forwarded for execution by the proper persons.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:fn

cc Mr. Forrest Cooper
Mr. J. D. Walker
Mr. Robert L. May, Jr.

Waldport Ore.
June 21,1956

Mr. R.H.Baldock
Oregon State Highway Engineer
StatexHighway Department
Salem Ore.

Dear Mr. Baldock

I have received a copy of your letter to the Lincoln County Court,dated June 7th, relative to the Eckman Creek bridge and lake project.

I talked to a member of your legal staff in Salem on June 4th. He had not heard of the project,so I explained it to him from the beginning. I asked him to have prepared the legal forms for the property owners to sign,absolving the State from any damages caused by flooding of private lands. Each of the four items you have listed are beihg taken care of.

The Fish commission has agreed to plan the fishway structure,and I believe it has been accepted by the Alsea Port commission to assume the financial responsibility for that.

We have not yet received the forms for the property owners and are waiting for them. The gentleman I talked with said he would like to talk with Mr. Stiffler and get his story. If someone there in your office could drop over to the Legal Department and get these papers on thier way,it would save me anotherv trip to Salem.

All of the men on the committee are working,and dont have time to get out there in office hours.

Very Sincerely yours

Mrs. Marjorie Kauffman
Box 15, Waldport Ore.

Member of Committee on Eckman Creek
Lake project.

Copy to Mr. Stiffler

RECEIVED
JUN 22 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 17 1956
FOR FILING

Waldport Ore.
June 21,1956

Mr. R.H.Baldock
Oregon State Highway Engineer
State xHighway Department
Salem Ore.

Dear Mr. Baldock

I have received a copy of your letter to the Lincoln County Court,dated June 7th, relative to the Eckman Creek bridge and lake project.

I talked to a member of your legal staff in Salem on June 4th. He had not heard of the project,so I explained it to him from the beginning. I asked him to have prepared the legal forms for the property owners to sign,absolving the State from any damages caused by flooding of private lands. Each of the four items you have listed are beihg taken care of.

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All of the men on the committee are working,and dont have time to get out there in office hours.

Very Sincerely yours

Mrs. Marjorie Kauffman
Box 15, Waldport Ore.

Copy to Mr. Stiffler

Member of Committee on Eckman Creek Lake project.

REFERRED TO
By State Highway Engineer

RECEIVED
JUN 22 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
State Highway Engineer

RECEIVED
JUN 14 1956
FOR FILING

[illegible]

Cross Referenced To:
Maint.
[illegible]

Cross Referenced To:
[illegible]

June 13, 1956

County Court of Lincoln County
Newport
Oregon

Gentlemen:

Reference is to a letter addressed to the Oregon State Highway Department by the Lincoln County Court under date of May 3, 1956 and a copy of a resolution dated May 8, 1956, both relative to replacement of the existing Eckman Slough bridge on the Alsea Highway. Both your letter and the resolution indicate that the County Court favors replacement of the bridge with a fill and box culverts rather than with a new bridge, so that a dam could be formed that would provide for fishing and other recreational facilities.

I have withheld replying to your letter and resolution until we had fully investigated the matter. As a result of our studies we can now advise you that we have no objections to replacing the existing bridge with a fill and four 6' x 6' box culverts, providing the following items are taken care of:

1. Flowage easements for all of the private land affected by the lake be furnished the State Highway Department in order to prohibit any claim for damages, et cetera, by reason of the formation of the lake.

2. The raising and rebuilding of private or county roads affected by the dam be cared for by the appropriate party and the agreements signed to that effect before the project is advertised.

3. That proper arrangements be made by responsible interests for protection of the City of Waldport's water main facilities and agreement signed by the City in accordance therewith.

4. That a fish ladder, if required, be constructed and maintained without cost to the State Highway Department. The Department will issue a permit for use of the box culverts in connection with the fish ladder upon request.

I will appreciate your early advice in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Fred M. Lundy, Chairman
Eckman Slough Project

Waldport Chamber of Commerce
Waldport Lions Club
Mrs. Marjorie Kauffman
Waldport, Oregon

bc Governor Elmo E. Smith
Mr. W. C. Williams
Mr. O. S. Paxson
Mr. W. W. Stiffler

WCW:me fn

RECEIVED
JUN 8 - 1956
FOR FILING

Cross Referenced To:
Maint
Traffic S
[illegible]

June 7, 1956

Cross Referenced To:
Adm
Ore. St of
St Depts. Gen.

1791
1792

Mr. Fred M. Lundy, Chairman
Eckman Creek Lake Project
P. O. Box 987
Waldport, Oregon

Dear Sir:

I wish to acknowledge recent letters, all of which concern the proposed Eckman Creek Lake Project.

Your letters directed to Mr. Baldock arrived during his absence from the state on other assignments for a period of two weeks. Following his return to the office, he was hospitalized by his doctor for a complete checkup; therefore, he has not had the opportunity to personally reply to each of you. However, a review of the entire file concerning this project indicates the necessity for some additional design study for the purpose of arriving at more accurate comparative costs for the two alternate plans (1) to replace the present bridge with a shorter permanent bridge and earth embankment and (2) fill the present bridge opening with an earth embankment with a suitable concrete structure to carry the tidal flows, and a structure suitable to the Game Commission for the passage of fish.

When the above details have been completed and fully analyzed, you will be advised.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. H. Stiffler
Assistant State Highway Engineer

WHS:ar

cc Mrs. Larry Kauffman, Waldport, Oregon
Lincoln County Court, Newport, Oregon
Mr. William F. Keady, Recorder, Waldport, Oregon
Waldport Lions Club, Waldport, Oregon
Waldport Chamber of Commerce, Waldport, Oregon

FORM E30—12½M—6-55—86209

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
June 5, 1956

**SUBJECT:** Lake near Waldport and State Park

To: Mr. C. H. Armstrong
Superintendent of Parks
Office

Mrs. Larry Kauffman, Box 15, Waldport, Oregon, called at this office yesterday, June 4th, 1956, to discuss with us the possibility of the Legal Department making up a form for the residents of the area in Waldport immediately joining an area sought to be turned into a State park for the purpose of signing up the said residents to waive their claims for damages due to the possible flooding of the lake to be created.

It is understood that a petition was presented to the Commission several meetings ago concerning the creation of this fresh-water lake which is in affect the damming up by the highway fill and a small damm of a fresh-water lake at high tidewater level. It seems there has been some organization of the people in the immediate area of Waldport for the creation of this State park and they have discussed the matter with the Fish Commission and with Mr. Stiffler and the resident engineer of that area. At this time, however, the Legal Department is not sufficiently informed of the nature of her request nor the incidents inherent in it. It would be appreciated if your office would look into the matter and determine the status of this area to be created as a park and write a letter to Mrs. Larry Kauffman at the above address informing her of the present status of this project, whether acceptance has been set forth by your department or by any other department of the highway commission.

C. W. ENFIELD
Chief Counsel

By Gale K. Powell
GALE K. POWELL
Assistant Attorney

GKP/bdr

RECEIVED
JUN 1 - 1956
FOR FILING

Salem, Oregon
May 29, 1956

Ztpaint
Traffic Safety
Sidewalks
ross Referenced To:

Cross Referenced To:
adm
Av. St. of
St. Depts.-Gen

1111
1792

Eckman Slough Lake Project

Mr. R. H. Baldock
State Highway Engineer
Office

Attached unanswered are letters received during the early part of May from the Lincoln County Court; City of Waldport; Fred M. Lundy, Chairman, Eckman Creek Lake Project; Waldport Lions Club; Waldport Chamber of Commerce; and Marjorie Kauffman, in behalf of the Waldport-Alsea Chapter, Izaak Walton League of America, objecting to your letter dated May 1 to Fred M. Lundy, which letter advised that " . . . the decision has been made to replace the present structure with an open bridge instead of the dam as suggested."

The above letter was followed May 10 by a resolution submitted by Lincoln County, petitioning the State Highway Commission to construct a dam and spillway for the creation of a recreational lake instead of replacing the present bridge with a bridge structure.

The proposed project originated with a request last year from Marjorie Kauffman for the construction of a pedestrian walk on the bridge crossing Eckman Slough for the protection of pedestrians fishing from the bridge. This request was investigated by Mr. Crandall, who rendered a negative report June 15, 1955, based on the necessity of replacing the existing structure entirely within two years.

June 7, 1955 (prior to Crandall's report and any action on the sidewalk), a request by Fred M. Lundy, Chairman of the Eckman Lake Project Committee, was directed to yourself and all three Commissioners. You replied June 10 to the effect that I would call on Mr. Lundy and go into the matter more thoroughly in order that you could report to the Highway Commission.

June 13, 1955, I wrote to Mr. Stephenson, enclosing a copy of the Eckman Slough Project Committee request, seeking some rough estimated cost of the plan proposed by the committee.

July 23, 1955, Mr. Stephenson replied with an estimate of cost to replace the existing bridge with a permanent-type structure having a 30-foot roadway at $109,000. His rough estimate of cost for a fill 40 feet wide on top with a concrete spillway to carry the water was estimated at $60,000.

July 19, 1955, Mr. Ricketts and I contacted Fred Lundy, Marjorie Kauffman, L. R. Kauffman, and Mr. MacLean at the project site and discussed the same in considerable detail.

August 2, 1955, I rendered a two-page report to you on the reconnaissance survey made jointly by Mr. Ricketts and myself, wherein we roughly estimated the cost of replacing the existing 513-foot bridge with a 200-foot permanent structure at $71,500, and the replacement of the existing bridge with a fill and four 8' x 3' RCBC's at $69,200. On the basis of the above comparison, the project appeared to be feasible or at least worthy of further detailed study, which you approved, and I so advised Mr. Lundy, Chairman of the Project Committee on August 10.

August 10, 1955, I advised Mr. Stephenson as to your approval for a complete detailed survey and design, with a more accurate estimate of cost, to be referred to the Highway Commission, with copies to Mr. Paxson and Mr. Walker. This terminated my participation in the project.

March 2, 1956, the files show a location prospectus for the Eckman Slough Section, Alsea Highway, Lincoln County. No estimate of cost was shown and the same was not signed. It was assumed that it was rendered by the Chief Locating Engineer. Attached to the prospectus is a special drainage report not signed but which was supplemented by an additional drainage report by Mr. Edgerton on April 26, 1956.

April 6, 1956, the Fish Commission advised Mr. Paxson that " . . . should you find it desirable to replace the existing bridge at the mouth of Eckman Slough with a dike, means of fish passage be provided."

April 11, 1956, Mr. Paxson notified Mr. Stephenson, Mr. Walker, and Mr. De France that in view of the demand of the Fish Commission that Eckman Slough be kept open for the passage of fish, we will proceed with the rebuilding of a trestle rather than the dike and tide gate as previously planned.

April 20, 1956, Mr. Walker reported to Mr. Cooper an estimated cost of $125,000 for the Eckman Lake Project. The letter in the general files gives no detail on the cost estimate.

May 1, 1956, you signed a letter prepared by L. H. Young to Fred M. Lundy that the decision had been made to replace the present bridge with an open bridge instead of the dam and spillway.

The letters first mentioned herein indicate that the County, Port Commission, and other local interests are prepared to furnish flowage easements for all of the private land affected by the lake, the raising and rebuilding of all private or county roads affected by the dam, and possibly assume the entire cost of the fish ladder. Therefore, at this writing, it appears to me that the proposed project is purely and simply one of design and cost comparisons of the alternate types of construction and the amount of cooperation to be assumed by parties other than the Highway Commission.

W. W. Stiffler
Assistant State Highway Engineer

WWS:er
cc Mr. W. C. Williams
Mr. G. S. Paxson

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

ELMO SMITH
GOVERNOR

May 17, 1956

Mr. F. M. Lundy, Chairman
Eckman Lake Project
Waldport, Oregon

Dear Mr. Lundy:

Mr. Ralph Williams has forwarded your letter regarding the proposed Eckman Lake Project to me, and upon receipt of this material I discussed the matter with Mr. R. H. Baldock, State Highway Engineer. Mr. Baldock will proceed at once to make further studies of the situation and will have another conference with the Fish Commission.

Mr. Baldock tells me that because of obligations in connection with other official state business he had not had an opportunity to see the recent correspondence coming from the Waldport area. However, as mentioned above, he is going to review this entire matter, and I am sure will be getting in touch with you when a decision is reached.

I appreciate your interest in the problem and I will make every effort to be helpful.

Sincerely yours,

Governor

[illegible]

ES:IM
Enclosure

RECEIVED
MAY 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

FORM E-30—50M—8-54—78193

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1956

SUBJECT: Eckman Slough

To:
Mr. R. H. Baldock

W. C. WILLIAMS

The replacement of the existing pile trestle across Eckman Slough on the Alsea Highway just west of Waldport has been quite thoroughly investigated. The two proposals were for the replacement of the present structure with a pile trestle of sufficient length to handle all drainage and tide flow in and out of the estuary above the highway and, as a second proposal, to place an embankment completely across the slough with a high-level culvert to take care of fresh-water drainage. This would completely block the channel as far as any access from the Alsea River is concerned, and would cut off any passage of fish. We have discussed this latter proposal with the Fish Commission, and they have advised that provision must be made for the passage of fish.

We have had a great deal of trouble with the Fish Commission on the provision for facilities to permit passage of fish through our structures. I am very doubtful that any fish ladder that we could install on this project would be satisfactory. During the summer months, there is a very small inflow of fresh water, and, when account of evaporation and seepage is taken, it is probable that no water will flow through the culvert.

The local people are quite anxious to have this embankment and culvert placed as it would materially add to the value of their property, but I do not believe that we should enter into such a project unless they will agree to provide the fish ladder and to accept all responsibility for its operation.

The cost of the two alternates are estimated to be as follows:

1. Construction of a bridge and necessary roadwork

| | |
|---|---|
| Road work | $ 42,225 |
| Bridge | 48,000 |
| | $ 90,225 |
| Plus 12½% for engineering and contingencies | 11,275 |
| | $101,500 |

2. Construction of embankment and culvert

| | |
|---|---|
| Embankment and culvert | $ 70,560 |
| Fish ladder | ~~25,000~~ |
| | $ 95,560 |
| Plus 12½% for engineering and contingencies | 12,000 |
| | $107,560 |

On the second project, local interests also requested some means to drain the pool. Because of the fact that this is subject to tidal action, it would require large culverts at the flow line in order to pull the water out of the pool during one low-tide period. An estimate of the cost of these culverts is $34,000, which, added to the $107,560, would make a total of $141,560.

If we decide to build the embankment as requested, I recommend that we only go so far as to build our highway facilities without provision for drainage of the pool and leave the matter of fish ladders entirely up to some other agency.

G S Paxson

G. S. Paxson

GSP:gm

cc Mr. Forrest Cooper
Mr. P. M. Stephenson
Mr. J. D. Walker

Office of the County Court
Judge Tom Skelton · Commissioners Ray Cox - Mike Miller

COUNTY OF LINCOLN
Newport, Oregon

May 8th, 1956

Whereas the citizens of the Waldport Area desire to have the Eckman Slough and surrounding territory developed for recreational purposes and,

Whereas the formation of a lake, maintained at a height to cover the tide flats of Eckman Slough is desireable for many reasons, and

Whereas this can be accomplished by making a dirt fill and dam in the vacinity of the present Eckman slough bridge on Oregon State Highway # 34, and

Whereas the Oregon State Highway Commission plans to reconstruct said Eckman Slough bridge,

Now therefore be it resolved that the County Court of Lincoln County go on record as recommending that the State Highway Commission place a good and sufficient dam or fill at this location to replace the planned bridge and that said dam have an adequate spillway and a suitable fish ladder to safeguard the run of anadromous fish now using Eckman Creek as a spawning ground, and be it

FURTHER Resolved that copies of this resolution be delivered to the Oregon State Highway Commission, the local Chapter of the Izaak Walton League of America, the Waldport Chamber of Commerce and the Lincoln County Times.

ACKNOWLEDGED
H. B. GLAISYER

LINCOLN COUNTY COURT

Tom F Skelton
Judge

Ray Cox
Commissioner

Mike Miller
Commissioner

Waldport, Oregon
May 8, 1956

State Highway Commission
Salem,
Oregon

Attention: Mr. R. H. Baldock, Engineer

Dear Mr. Baldock:

It was with regret that we learned of your decision to discard the plan for the Eckman Creek Lake Developement.

We have long felt the need of a place for swimming and boating for our young people. Hidden Lake, North of Waldport, and not a suitable place because of the nature of its location, has been the only place to swim. It was closed last year.

Fishing is enjoyed by many families who come here with their children to vacation. They find pleasure in fishing from the highway bridge which is a very dangerour thing for the heavy truck traffic that flows over it.

We believe that this Eckman Lake project would serve a multiple purpose and urge you to reconsider your decision.

Sincerely yours,

Waldport Chamber of Commerce
Waldport, Oregon

RECEIVED
MAY 10 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Waldport, Oregon
May 5, 1956

Mr. R. H. Baldock, Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

I have just received your letter with the objections to the Eckman Creek Lake project.

I am quite dissappointed, but feel that every one of the obstacles are minor ones, since all of them have been known to our committee, discussed, and planned for.

Every property owner has been contacted and is more than willing to give that part of his land to the development of a lake, which would be flooded. It must be remembered that most of the time every winter, these lands are tidal areas and are flooded at every high tide.

Also, the private road is under water at times and the new land owner there had planned to raise his road before this project came up.

We knew too, that a fish ladder would have to be included to satisfy the Fish Commission, for the few fish that come up Eckman Creek. They will assist in planning for their needs. Our committee member from the Alsea Port Commission feels that the Port might assume the expense of the fish ladder, which would be a comparatively small one.

The City of Waldport's water main is a new one and is under water most of the time. All they ask is that the lake be lowered a foot or so in case of an emergency.

This project got started off the time I wrote you about the fishing from the Eckman Slough Bridge. We now have a real problem with some 20 or 25 tandem truck and trailers hauling jetty rock to Newport from Five Rivers. Logging and lumber and gravel trucks have always had to wait for each other when fishermen were on the bridge. This you know is a dangerous situation.

These trucks are mostly driven by local men and will show that courtesy to the people enjoying a little fishing with their families which often include small children and dogs. The Pacific Bridge trucks are on a long haul and it is not fair to ask them to slow down and wait for pedestrians to get out of the way from a place they have no business to be.

We like to have those people come to our area for recreation and are glad they find the fishing enjoyable. That was my thought in helping to plan a lake. It will make an excellent place for spawning steelhead and trout, as Eckman Creek from the lake area on up, has a gravelly bottom suitable to spawning area.

We definitely need this lake and picnic area and since so much work has already been done in the survey and since all parties concerned are so willing to co-operate and assume various responsibilities, I earnestly request that you reconsider your findings before making a definite and final decision.

Very Sincerely yours,

Marjorie Kauffman

Marjorie Kauffman
Waldport-Alsea Chapter
Izaak Walton League of America
Waldport, Oregon

RECEIVED
MAY 9 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Waldport, Oregon
May 5, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

I am in receipt of your letter of May 1st concerning the proposed Eckman Lake project at Waldport.

It was my understanding that I would be notified as to the date of your meeting so that a committee could attend to discuss these plans with you. It was also my understanding that forms would be sent to me as chairman of our committee here, to be signed by all property owners having land adjacent to the project.

All of these property owners were contacted at the beginning and all were agreeable to the flooding since there is no valuable land involved.

The Lincoln County Court will do any county road work and it was planned that way. You will have their letter by the time you receive this one. The private road is also to be raised for it is often under water in the winter at an extreme high tide. That will be done by the new owner of the property to which it leads.

The city water mains are under water most of the time. The pipe is new. You will have a letter from the City Engineer on that.

Co-operation from the Fish Commission in planning a fish ladder, which must be included in all projects of this type, will be readily available. I believe their objection was that there were no plans included for the ladder. There is a possibility that the Port of Alsea - Port Commission would assume that cost, which is a minor one.

Since all the survey work has been done and the present bridge will be replaced, we urgently request your reconsideration of this recreational project.

We would like an appointment set when a committee could discuss this further with you.

Sincerely yours,

Fred M. Lundy

Fred M. Lundy, Chairman
Eckman Creek Lake Project
Waldport, Oregon

RECEIVED
MAY 10 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Office of the County Court
Judge Tom Skelton · Commissioners Ray Cox - Mike Miller

COUNTY OF LINCOLN
Newport, Oregon

May 3, 1956

Oregon State Highway Department
Salem, Oregon

Gentlemen:

We would like to know just what changes are necessary on the County road along Eckman Slough if and when a dam is built to replace the present bridge.

We believe this is a good project and feel any objections listed by the State Highway Engineer can be overcome by cooperation between all parties concerned.

Please let us know what we can do to facilitate the starting of this project.

Lincoln County Court

By Tom F. Skelton
County Judge

Ray Cox
County Commissioner

Mike Miller
County Commissioner

RECEIVED

RECEIVED
MAY 9 - 1956
FOR FILING

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKS-4

May 3, 1956

REFER TO FILE NO. NPP 800.6(Eckman Slough Bridges)

Oregon State Department of Highways

Salem, Oregon

ATTENTION: Mr. G. S. Paxson, Assistant Highway Engineer

Gentlemen:

Acknowledgment is made to your letter of April 30, 1956, in reference to a replacement bridge across Eckman Slough near Waldport, Oregon.

Since the status of Eckman Slough as a navigable waterway of the United States is questionable your letter, with such information as is available in this office, is being forwarded to higher authority for a decision as to the need for approval of the bridge plans.

You will be advised as soon as a reply is received.

Very truly yours,

Jackson Graham

JACKSON GRAHAM
Colonel, Corps of Engineers
District Engineer

RECEIVED
MAY 8 1956
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
MAY 1 - 1956
FOR FILING

Cross Referenced To:

May 1, 1956

Mr. Fred M. Lundy, Chairman
Eckman Lake Project Committee
Waldport, Oregon

Dear Mr. Lundy:

As you know, we have had under consideration for some time your proposal for the replacement of Eckman Slough Bridge with a fill, thereby creating a fresh-water lake. A complete survey of the project was made, but we found that it has too many objectionable features from the highway standpoint. It involves the flooding of adjacent lands, also the relocation of one county road, one private road, water mains, et cetera.

Plans for the replacement of the bridge with a fill were presented to the Fish Commission of Oregon for advice, and they objected on the grounds that Eckman Slough is a natural spawning ground for anadromous fish and that it is essential that no barrier to the passage of fish of this type be maintained.

In view of the costs, flooding of lands, other complications, and the objection of the Fish Commission, the decision has been made to replace the present structure with an open bridge instead of the dam as suggested.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mrs. Marjorie Kauffman, President
Waldport-Alsea Chapter
Izaak Walton League
Waldport, Oregon

Mr. W. C. Williams
Mr. W. W. Stiffler
Mr. Forrest Cooper

LHY:ep hi

RECEIVED
MAY 1 - 1956
FOR FILING

April 30, 1956

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Re: Eckman Slough Bridge near
Waldport, Oregon

Dear Sir:

The State Highway Commission proposes to replace the existing structure across Eckman Slough on the Alsea Highway just east of Waldport. The present structure consists of 510 linear feet of timber trestle which we propose to replace with 208 feet of timber pile trestle with concrete deck, and with an embankment in the remaining area occupied by the present structure.

On January 8, 1923, you issued a permit for the existing structure, carried as your District Office File No. B-61. The proposed structure provides more horizontal clearance, and the clearance line is identical with that of the existing structure.

There is no navigation in Eckman Slough but it does provide additional tidal basin for Alsea Bay. I am attaching hereto prints from a sketch showing the proposed new structure and also an analysis of the waterway required in order to keep the velocity of the tidal flow low enough to prevent excessive scour.

There is some question as to whether this stream is considered navigable, and we would appreciate your advice as to whether it will be necessary to make application for formal permit for the proposed structure.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Sketch
"Proposed Bridge
over Eckman Slough"
4/20/56

GSP:gm
Attach.

cc Mr. P. M. Stephenson

# BRIDGE WATERWAY STUDY

## ECKMAN SLOUGH

## ALSEA HIGHWAY

In the reconstruction of the Eckman Slough section of the Alsea Highway, the practicality of a substantial reduction from the existing 510 feet of structure is considered. Other possibilities previously discussed at this site are not considered in this study. Areas in the inlet taken from contours on the detail map submitted by Mr. Boardman are 3,000,000 square feet at the 5-foot level and 3,500,000 at the 10-foot level, both refer to M.S.L. The drainage area of the watershed is about 6.3 square miles.

As a design discharge, a tidal range from +7.0 feet to -5.0 feet, M.S.L. is considered in combination with a 25-year flood in the drainage area estimated at 1,200 cfs. Columns 1-5 of the following table give the basic data for the study.

| (1) Stage Feet M.S.L. | (2) Basin Area Square Feet | (3) Min./Ft. Tidal Fall | (4) Cfs. Tidal Only | (5) Cfs. Tidal and Flood | (6) Opening Area Square Feet | (7) Velocity Ft./Sec. Tidal Only | (8) Velocity Ft./Sec. Tidal and Flood |
|---|---|---|---|---|---|---|---|
| 7.0 | 3,250,000 | | 0 | 1200 | 1400 | 0 | 0.9 |
| 6.0 | 3,150,000 | 39 | 1350 | 2550 | 1215 | 1.1 | 2.1 |
| 5.0 | 3,000,000 | 28 | 1790 | 2990 | 1035 | 1.7 | 2.9 |
| 4.0 | 2,700,000 | 25 | 1800 | 3000 | 860 | 2.1 | 3.4 |
| 3.0 | 2,400,000 | 23 | 1740 | 2940 | 700 | 2.5 | 4.2 |
| 2.0 | 2,100,000 | 23 | 1520 | 2720 | 530 | 2.9 | 5.1 |
| 1.0 | 1,800,000 | 23 | 1300 | 2500 | 370 | 3.5 | 6.8 |
| 0.0 | 450,000 | 23 | 330 | 1530 | 220 | 1.5 | 7.0 |

In column 2, areas other than at the 5.0 stage were estimated from tidal observations. The rates of fall in column 3 are instantaneous slopes from a tidal curve based on Table 3 of any recent USC & GS West Coast Tide Table. The source of columns 4 and 5 is obvious.

From an examination of columns 1 - 5, a tentative opening with toes of embankment and protection at Stations 41+30 and 43+00 was assumed. Columns 6 - 8 are based on this selection with gross area reduced for 7 pile bents. From column 8 it will be noted that high velocities may be anticipated from a local flood at low tide with a stage at the bridge of 0 to +1 foot M.S.L. It would not seem safe to allow the embankment or protection to encroach in the present natural channel below +1 foot, M.S.L. On the other hand, additional width of opening above this level would not seem to be necessary. The tentative opening, Station 41+30 to 43+00, is recommended.

There is evidence of past erosion on both sides of both approach fills with the more serious evidence on the inside. Erosion has been active this past winter on the inside (south) of the west approach fill. Protection of the sides and ends of the approach fills is recommended.

From Corps of Engineers data, the maximum tidal range in Alsea Bay is +11.77 feet to -2.73 feet, MLLW and MLLW is -3.47 feet, MSL, 1929 adjustment or -2.83 feet, MSL, 1947 adjustment, our present datum. This would make the maximum tidal elevation 8.94 feet. The low point in the present grade is 9.9 feet at Station 48+00. According to local information, the water has never been over the road but waves have lapped the shoulder at the low point. It would seem that high water about 9.0 is to be expected.

Revised
April 26, 1956
R. C. Edgerton

FORM 230—50M—11-55—90224

# OREGON STATE HIGHWAY DEPARTMENT

INTER DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1956

SUBJECT: Request to Replace Eckman Slough Bridge with a Fill

To: Mr. Forrest Cooper
Construction Engineer
Office

Reference is made to the request of Eckman Lake Project Committee to the State Highway Commission requesting consideration of the replacement of Eckman Slough Bridge with a fill, thereby creating a fresh water lake.

The original request for work in this area came from Mrs. Marjorie Kauffman, President of the Waldport-Alsea Chapter of the Izaak Walton League. An answer to ~~another~~ the request was addressed to Mr. Fred M. Lundy, Chairman of Eckman Lake Project Committee, at Waldport, through a letter signed by Mr. W. W. Stiffler.

A complete survey of the project was made and data for plans prepared together with an estimate of cost, which was in the sum of approximately $125,000.00.

The project as set up presents many objectionable features from the highway standpoint. It involves the flooding of adjacent lands and presents a difficult problem in maintaining a fairly constant level. It involves relocation of one county road and one private road.

I would bring to your attention the fairly apparent premise that the sponsoring body, the Izaak Walton League, is of dubious status as far as any real responsibility either financial or otherwise is involved and that the burden of defending any suit which might arise from the construction or the flooding of lands would rest with the Highway Department.

The plans were presented to the Fish Commission of Oregon and we were advised that Eckman Slough is a natural spawning ground for andromadous fish and that it is essential that no barrier to the passage of fish of this type be maintained.

In view of these considerations, the decision was made to

NOTED
L. H. Young

replace the present structure with an open bridge some 210 feet in length instead of the dam as proposed.

The Eckman Lake Project Committee should, however, be informed of this decision and I ask that you take steps to see that a letter is prepared and sent to Mr. Lundy embodying the decision reached.

J. D. Walker
Division Engineer

JDW:AM

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[illegible]
OFFICE OF
CONSTRUCTION ENGINEER

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APR 11 1956
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Salem, Oregon
April 11, 1956

Mr. P. M. Stephenson
Mr. J. D. Walker
Mr. I. A. DeFrance

The Fish Commission have advised that in their opinion it will be necessary to keep Ekman Slough open for the passage of fish. In view of this, we will proceed with the rebuilding of a trestle at this point rather than the dike and tidegate as previously planned.

G. S. Paxson

GSP:gm

COMMISSIONERS:
JOHN C. VEATCH, CHAIRMAN, PORTLAND
ROBERT L. JONES, CLIFTON
[redacted]
O. H. HINSDALE, REEDSPORT

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 1

April 6, 1956

Mr. G. S. Paxson
State Highway Department
Highway Building
Salem, Oregon

Dear Mr. Paxson:

We have reviewed the Ekman Slough and Creek situation from a fisheries standpoint and have discussed the matter with the Game Commission.

It is our opinion that Ekman Creek holds sufficient promise for the production of migratory fish to warrant the maintenance of free passage into and out of the stream for salmon, steelhead and trout. Consequently, we are requesting that should you find it desirable to replace the existing bridge at the mouth of Ekman Slough with a dike, means of fish passage be provided.

I sincerely appreciate your thoughtfulness in bringing this matter to our attention. We will be happy to work with you to devise means of passing fish if an impoundment is to be made.

Very truly yours,

M T Hoy
M. T. HOY
STATE FISHERIES DIRECTOR

NOTED
G. S. PAXSON

RECEIVED
APR 9 1956
OREGON
STATE HIGHWAY COMMISSION

3-2-56

FILED
W. C. WILLIAMS

# LOCATION PROSPECTUS FOR ECKMAN SLOUGH SECTION ALSEA HIGHWAY, LINCOLN COUNTY

The following prospectus is submitted to cover the Eckman Slough Section of the Alsea Highway in Lincoln County. The structure to be replaced is at Mile Point 2.45, said mile point being 2.45 miles easterly of Waldport. The overall length of the survey, including approach construction, is 1,500 feet.

This is a bridge replacement survey. The existing structure is to be replaced with rock protected earth embankment and a battery of reinforced concrete box culverts. No route change is planned. No towns are involved in the survey.

The project will utilize the alignment as constructed by the Bureau of Public Roads in 1937. A reconnaissance type survey was made by W. W. Stiffler, E. G. Ricketts and J. D. Walker. The soils investigation has been completed. A local civic group has requested that a fresh water lake be created by impounding the water of the Eckman Creek drainage area. This creates a drainage problem that will require special study. A detailed report of this problem was submitted by Kenneth Boardman, Resident Engineer, in charge of the survey. This thorough report will be given limited circulation but will also be available upon request. No economic analysis will be required on this project.

The 1955 ADT is 800. The projected 1975 ADT is 1,600. The class of highway will be Class "B"-50, Modified. The maximum degree of curvature is an unspiraled 4° curve on the easterly end of the survey. (The beginning of the survey is approximately the mid-point of the 4° curve. The end of the curve effected by this survey should be spiraled.) The maximum grade is 3.62%. (The easterly end of the survey ties into a vertical curve between a back grade of 0.00 and a forward grade of +3.62%.) The typical section is to be a 32-foot roadbed section consisting of two 11-foot running lanes and 5-foot shoulders, this section being used to conform with the 1937 Bureau construction. The tentative base design is as follows: 12 inches over existing surfacing or 18 inches on new grading plus 2 inches of leveling course and an 0-11 oil mat. Total surfacing depths 15¼ inches over existing surfacing, 21¼ inches on new subgrade. Base design by the Division Engineer, tentatively approved by Ray Webber, February 28, 1956.

Alignment so nearly the same as the existing, no comparison of rise and fall and total central angle is necessary.

Deviation from the standards set forth, for this class of highway, in Section 10 of the Oregon State Highway Department Technical Bulletin No. 19, Revised, is anticipated. The deviation is the above mentioned substandard shoulder widths.

This section will restrict the access to location only. All points of access are to be "at grade". There are no railroad crossings involved on this survey. Eckman Slough is the only stream crossing involved.

Borrow areas are available, with a minimum of haul, on properties owned by Lincoln County, F. M. Lundy and Elmer Lott. Rock slope protection and crushed material to be obtained from a state-owned quarry located approximately 1.5 miles southerly of the survey along Eckman Road (See Drawing No. 1R-2-1592).

NOTED
W. W. STIFFLER
file

No construction will be undertaken until the State Highway Department has possession of flood easements from the property owners whose lands will be inundated by the impounded water, said easements to be obtained by the civic organization promoting the project. An agreement between the state and the civic group involved will be necessary to ascertain the parties to bear the cost raising roads inundated by the impounded water.

There are no state parks involved in this survey.

March 2, 1956

Attach.

cc - R. H. Baldock*
W. C. Williams*
Forrest Cooper*
J. D. Walker*
Kenneth Boardman*
F. B. Crandall
J. W. Cattrall
C. H. Armstrong
R. L. Porter
Ray Webber
P. M. Stephenson*
Frank Hall*
Roy Edgerton*

*Indicates attachment of Special Drainage Report

RECEIVED
1956
OFFICE OF
STATE HIGHWAY ENGINEER

# REPORT ON DRAINAGE PROBLEM, ECKMAN SLOUGH SECTION, ALSEA HIGHWAY, LINCOLN COUNTY

A drainage problem will be created by the construction of this project. At the request of local civic organizations, namely, the Waldport Chapter of the Isaac Walton League and other interested persons in that area, it is asked that the following items be incorporated into the construction:

Installation of the box culverts at a flow line to form a permanent pool at elevation 6.00 USC&GS datum, under high water conditions this would approximately equal a tide equivalent of + 8.6 at this particular site. Eckman Creek and its tributaries comprise a drainage area of approximately 6 square miles, main stream length of 4.7 miles, a fall of 850 feet over this distance. The creek is believed capable of (under extreme conditions) delivering 1278 cubic feet per second. High water in the Alsea River plus hold up due to tidal effects cause a fluctuation in tides as much as 1.4 feet. This information was obtained by guaging at the bridge at various times during the winter of 1955 and 1956. From December 3, 1955 to February 15, 1956.

On December 3, 1955 during a period of heavy rainfall a +9.1 tide = 6.64 USC&GS datum.

December 12, 1955 during a clearing interval (1 day) a +8.6 tide = 4.94 USC&GS datum.

February 15, 1956 after two weeks of clear weather a +7.1 tide = 3.25 USC&GS datum.

Water stains on the bridge indicate an average high water elev. of 6.25 USC&GS datum.

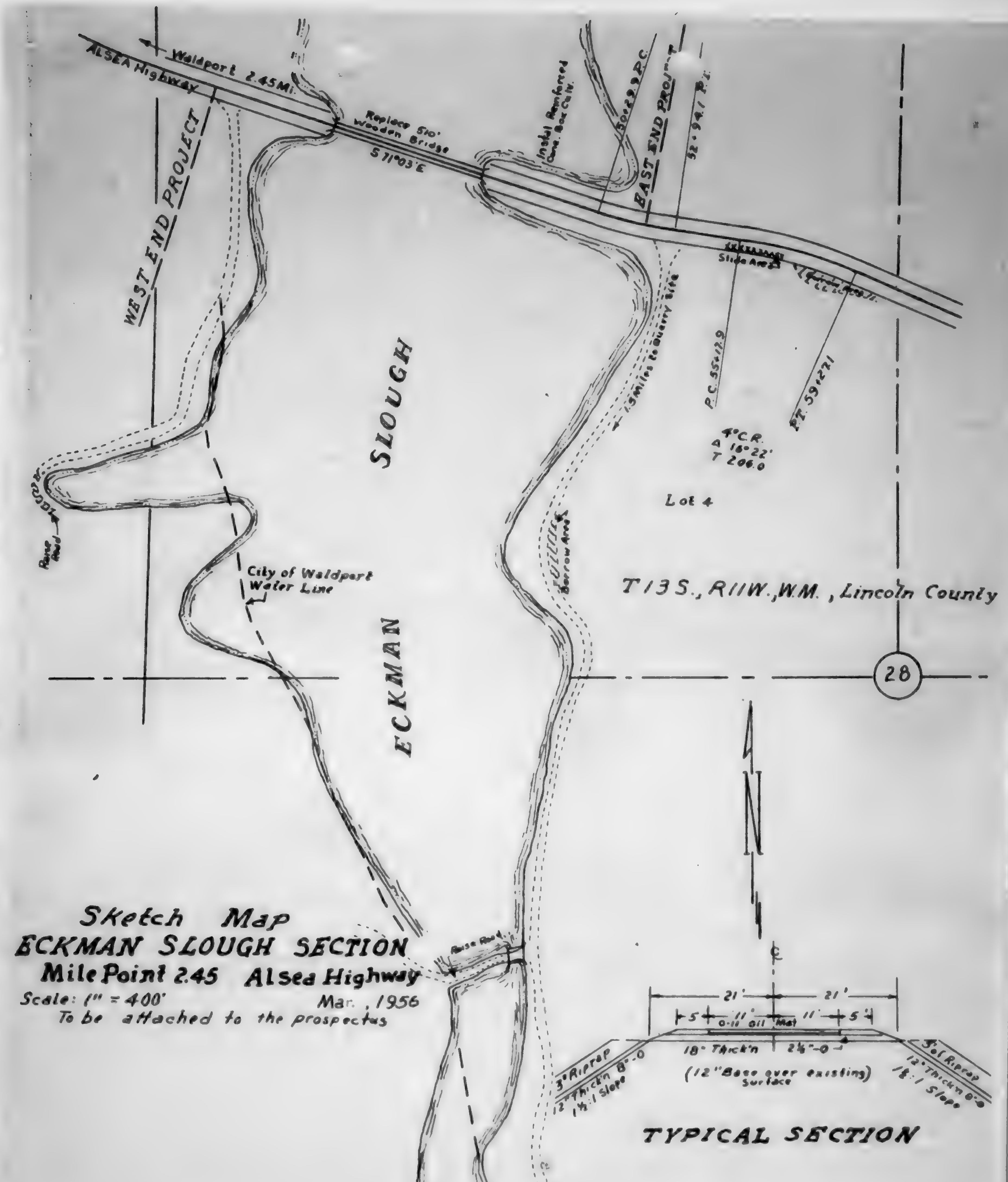
If the flow line of the structure is placed at 6.00 or 6.25 there will be periods of time during heavy precipitation and high tides that the culverts may be obstructed by a tidal inflow of approximately 1.5 feet. To prevent this inflow would require tide gates to prevent the addition of salt to the pool, also the level of the pool would raise this amount if the gates were left out.

It is also requested that a clean out drain be installed. This drainage structure due to the tides would have to discharge the impounded water which contains approximately 15,118,000 cubic feet of water within a six hour period (high to low tide) requiring an opening with flow unobstructed capable of carrying 700 cubic feet per second, however, even if the structures were 6 feet in height and the flow line at the bottom of the pool at elev.-1.8 and the flow start with a 1.8 head at no time would the flow be unobstructed; therefore it would be necessary to double the required carrying capacity of the proposed drain. Since a 6 foot height would be the most efficient it would require four 6'x6' concrete box culverts 86 feet in length and would require the use of piling foundation or a floating type structure due to bad footing, also wood gates or the Hardesty type metal gates with worm gear lifts.

Approximately 4,200 feet of 6 inch Transite water main owned and maintained by the City of Waldport would lie under the pool and would have to be moved.

Construction of a fish way in one of the box culverts would no doubt have to be installed since there are steel head trout spawning in Eckman Creek. The summer flow of Eckman Creek is approximately 5 second feet.

Formation of the pool will necessitate the raising of a 350 foot section of a county road which runs westerly from the Eckman Creek Road at a point 2,730 feet southerly from a junction of the Eckman Road and the Alsea Highway and also a 250 foot section of private road which lies on the westerly side of the slough and 4,100 feet southerly from the highway. These two roads will have to be raised with rock (as protection against water and wave action) approximately 3 feet to an elevation of 9 feet. The private road will also require installation of a 36 inch culvert.



Sketch Map
ECKMAN SLOUGH SECTION
Mile Point 2.45 Alsea Highway
Scale: 1" = 400' Mar., 1956
To be attached to the prospectus

Waldport 2.45 Mi.
ALSEA Highway
WEST END PROJECT
Replace 510' Wooden Bridge
S 71°03'E
Install Reinforced Conc. Box Culv.
50+29.9 P.C.
EAST END PROJECT
52+94.1 P.I.
Slide Area
P.C. 55+17.9
P.T. 59+27.1
4° C.R.
Δ 16°22'
T 206.0
1.5 Miles to Quarry Site
SLOUGH
ECKMAN
Raise Road
City of Waldport Water Line
Borrow Area
Lot 4
T 13 S., R 11 W., W.M., Lincoln County
28
N
Raise Road
℄
21'
21'
5
11'
11'
5'
0-11 Oil Mat
18" Thick'n
2½"-0
(12" Base over existing) Surface
3' Riprap
12" Thick'n 8"-0
1½:1 Slope
3' of Riprap
12" Thick'n 8"-0
1½:1 Slope
TYPICAL SECTION

RECEIVED
AUG 11 1955
FOR FILING

Cross Referenced To:

Salem, Oregon
August 10, 1955

1791 Mr. F. N. Stephenson

Herewith is the original and two duplicate copies of a report I made to Mr. Baldock relative to the request (copy of which is enclosed) made June 7, 1955, by the Eckman Lake Project Committee of Waldport, of which Fred N. Lundy is Chairman, to each of the Highway Commissioners, requesting that consideration be given to the replacement of the Eckman Slough Bridge, M.P. 2.44 on the Alsea Highway with a fill, spillway, and flood gates, for the purpose of creating a fresh-water lake for fishing and other recreation to both residents and tourists.

Mr. Baldock approved my recommendation that a complete detailed survey and design be made, with a more accurate estimate of cost to be referred to the Highway Commission.

W. M. Stiffler

WMS:er

cc Mr. G. S. Paxson
   Mr. E. A. Collier
   Mr. J. D. Walker

Enclosure

RECEIVED
AUG 4 - 1955
FOR FILING

1771

Cross Referenced To:

Salem, Oregon
August 2, 1955

Mr. R. H. Baldock

Reference is made to the letter dated June 7, 1955, from Fred M. Lundy, Chairman, Eckman Lake Project Committee, Waldport, Oregon, directed to the attention of each of the Highway Commissioners and yourself, requesting the Highway Commission to authorize a survey to determine the feasibility of replacing the present Eckman Slough Bridge on the Alsea Highway, ORE34, 2½ miles east of Waldport, with a fill, spillway, and flood gates, for the purpose of creating a fresh-water lake, which the Committee believes would be stocked by the Oregon Fish Commission and which would afford fishing, swimming, and other recreational activities for tourists and residents of the community. You replied to Mr. Lundy, under date of June 10, stating that I would make an investigation and render a report to you for the consideration of the Highway Commission on August 11 and 12.

About two weeks prior to the above request, we received a letter from Mrs. Marjorie Kauffman, President, Waldport Alsea Chapter, Izaak Walton League of America, requesting the consideration of the Commission for the construction of a pedestrian walkway on the riverside of the Eckman Slough Bridge for the safety of fishermen and their families, which consist of both local residents and tourists who regularly fish from the roadway on the downstream side of the bridge. This request was investigated with the result that a pedestrian walk could be constructed for approximately $4,000, but it would be impractical to consider the construction this year, as a complete replacement bridge will be budgeted and scheduled for 1956.

The bridge consists of 27 19-foot pile trestle untreated timber spans (513 lineal feet) constructed in 1926 by the Bureau of Public Roads and rebuilt by the department in 1933 as a frame trestle on cutoff piling. The structure has now reached the end of its service life, requiring complete replacement in 1956.

The construction of a pedestrian walkway as a part of the bridge structure is justified and warranted and included in the design for a replacement bridge, provided that the present bridge is not replaced with a fill and spillway, which is the objective of the Eckman Lake Project Committee.

The Eckman Lake Project Committee consists of Fred M. Lundy of Lundy Brothers Logging and Lumber Company, Waldport, Oregon, as Chairman; Robert D. Maclean (former Oregon State Tax Commissioner) in the insurance business at Waldport, Oregon; and L. R. Kauffman (husband of the above Marjorie Kauffman) Chairman of the Alsea Port Commission.

Accompanied by E. G. Ricketts, Assistant Bridge Engineer, an investigation was made July 19, 1955, at which time we discussed the project in considerable detail with Marjorie Kauffman, L. R. Kauffman, Mr. Maclean, and Mr. Lundy.

As stated in their request, the objective of the Committee is to create a fresh-water lake by means of substituting an embankment fill for the present bridge and to construct four 8' x 3' reinforced concrete box culverts through the existing embankment, which will provide a waterway of approximately 100 square feet to accommodate the fresh-water runoff from the creek. The resulting lake would have a perimeter of approximately one mile in length covering an area of approximately 40 acres, now subject to tidal action.

I have an estimate of cost in the amount of $109,000 from Mr. Stephenson to replace the existing bridge, 513 feet in length, with a treated timber pile trestle with concrete superstructure having a 30-foot roadway.

To eliminate the present bridge entirely and substitute an embankment fill having 3:1 slopes and to raise the present grade of the existing embankment approaches an additional two feet, for a distance of 1,400 lineal feet of highway, in order to provide a free board of not less than four feet for the lake which would be created, the estimated cost is $69,200, which does not take into consideration the cost of constructing a fish ladder or any other structure which the Fish Commission might require for the passage of fish from the Alsea River to the lake.

Certainly, it would not be necessary to construct 513 lineal feet of new bridge to replace the present structure which was built at a time when the cost of constructing a comparatively low timber trestle was probably cheaper than constructing an embankment. A more detailed survey and study would be necessary to determine how much the present waterway opening could be restricted with a new bridge, without seriously increasing the velocity of the tidal currents. Based on the assumption that the present bridge, 513 feet in length, could be replaced with a 200-foot modern structure and a fill, the estimated cost is $71,500, which closely approximates the estimated cost of eliminating the bridge for the purpose of creating a lake and constructing a box culvert with a runoff, estimated at $69,200.

Most all of the land which would be subject to overflow through the creation of the lake is owned by the Alsea Port Commission, a small area by the U. S. Forest Service, and some by the Waldport Chapter, Isaac Walton League, with possibly a few privately owned tracts. The Eckman Lake Project Committee assured us that they would be responsible for securing any flowage easements necessary. The Committee would also undertake the responsibility of constructing the necessary off-highway parking areas for motorists. No parking would be allowed on the highway roadbed.

In view of the foregoing, the project appears to be feasible and practical - at least sufficiently so as to warrant and justify a more extensive detailed survey including contacts with the State Fish Commission. I feel that the Fish Commission should bear the total cost of a structure to provide passage for fish, provided, of course, that it requires such a facility.

W. W. Stiffler

WWS:er

cc Mr. R. G. Ricketts
Mr. I. A. De France

## ECKMAN SLOUGH BRIDGE NO. 4168

### Estimated Cost to Replace Bridge with 3 - 25-foot Spans and Fill and Pave Remaining Opening

| | |
|---|---|
| Removal of Old Bridge - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | $ 5,000 |
| Construct 3 - 25-ft. P.T. Spans - Concrete Deck, 30' Roadway at $210 per ft. | 15,750 |
| Construct temporary bridge- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 3,750 |
| Embankment (including 25 per cent shrinkage) 17,500 Cu.Yds. at $0.60- - - - | 10,500 |
| Surface and Pavement - 440 Lin. Ft. = 0.083 Mi. at $60,000- - - - - - - - - - | 5,000 |
| Riprap New Fill Slopes - 360 Cu. Yds. at $6.00- - - - - - - - - - - - - - - - - - | 2,160 |
| | $42,160 |
| Plus 12½ per cent for Engineering and Contingencies- - - - - - - - - - - - | 5,270 |
| | $47,430 |

### Estimated Cost for Bridge 200 Feet Long

| | | |
|---|---|---|
| 200-ft. bridge - Add 125 Lin. Ft. at ($210 - $40) | $170 - $21,350 | |
| Plus 12½ per cent for Engineering and Contingencies | 2,670 | |
| | $24,020 | $24,020 |
| | | $71,450 |

E. G. R. & W. W. S.
August 1, 1955

FORM E-30 25M 9-51 52315

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1955

SUBJECT:

To:

Mr. W. W. Stiffler
Asst. State Highway Engineer
Office

Dear Sir:

Reference is made to your letter of June 13 in regard to the proposed dam and spillway at Eckman Slough on the Alsea Highway. An estimate of cost of replacing the present Eckman Slough Bridge with a permanent-type structure using a 30' roadway would be $109,000.

Without having any knowledge of the details of the plan that the Eckman Lake Project Committee has in mind, we have made up an estimate based on the assumption that the present bridge would be replaced with a fill 40' wide on top having 4 to 1 slopes and using a concrete spillway together with the necessary structure to carry the highway over the spillway. This estimate is $60,000. This estimate was made with very little knowledge as to the terrain, the quantity of materials required, proposed lake elevation, and many other items.

Very truly yours,

P. M. Stephenson

P. M. Stephenson
Bridge Engineer

PMS/ds

NOTED
W. W. STIFFLER

FORM E20—50M—10-54—79485

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JUN 17 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
June 15, 1955

SUBJECT: Investigation of Need for Sidewalk
Eckman Slough Bridge
ORE34 - Hwy. No. 27 - M.P. 2.44
WWS 1792

To: W.W. Stiffler
Assistant State Highway Engineer
Office

Pursuant to your request, we have made an investigation of the need for a pedestrian footpath on the Alsea Highway at the Eckman Slough Bridge. There are attached photographs, speed check graphs and sketches of the section in question.

The bridge is approximately 50 514 feet long and 23 feet in width. Sight distance to the ends of the bridge are 700 feet for eastbound and 500 feet for westbound vehicles. Our representative observed conditions during a four-hour period and found that only one pedestrian crossed the bridge. The 1954 ADT on this section of the Alsea Highway was 1,000 vehicles.

A speed check revealed that 85% of all vehicles on the bridge were traveling at or below a speed of 43.50 MPH. The ten-mile range containing the largest number of vehicles was from 28 MPH to 38 MPH and the maximum speed recorded was 72 MPH. During the period from January 1, 1950, to December 31, 1954, there was but one reported accident on the bridge. This was a sideswipe overtaking accident which resulted in property damage only.

Throughout the period of observation, there were fishermen on the bridge. This matter was discussed with Mrs. Marjorie Kauffman, President of the Waldport Alsea Chapter of the Izaak Walton League of America Inc., who had requested construction of the sidewalk. It is found that the primary reason for the sidewalk request was to protect the fishermen fishing from the bridge. It is felt that this practice is a hazard both to the fishermen and to drivers of vehicles. It was also found that the various civic clubs in Waldport were working on a new plan which will be submitted to the Oregon State Highway Commission within the next month. This plan is to replace the bridge with a fill and flood gates and to develop a lake on the southerly side of the highway.

This matter was discussed with Mr. Horton Hughlett and it was found that the 1956 Minor Betterment Budget will contain an item for rebuilding this bridge and construction of a sidewalk.

The sidewalk would be desirable for protection of fishermen. In view of the fact that the bridge will probably be rebuilt in the near future, construction of a sidewalk at this time could not be justified. Some thought was given to the possibility of prohibiting fishing from the bridge, but such a prohibition would be almost impossible to enforce. It is recommended that the request for a sidewalk be denied.

FB Crandall
F.B. Crandall
Traffic Engineer

VJ:imf
attachments

Est. Cost of Sidewalk $3600
Budgett for 1956 will include complete
replacement Est, @ $115,000.

FORM E-122 [illegible] REVISED 2-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 10, 1955

Mr. Fred M. Lundy
Waldport
Oregon

Dear Sir:

In response to your letter of June 7, this is to advise you that there will be no opportunity for the Highway Commission to meet with you in advance of June 20. The Commission is going on an inspection trip the week of June 13 to June 17, inclusive. They meet again in Portland on June 30 and July 1.

Neither the Commission nor I know anything about the problem you pose with relation to the improvement at the Eckman Slough Bridge site. It is quite improbable that I will have enough time to make an investigation and a report to the Commission before the meeting on June 30, but I will ask Mr. W. W. Stiffler, Assistant State Highway Engineer, to call on you early in July and go into the matter thoroughly in order that I may make the report to the Highway Commission at its meeting on August 11 and 12.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:lg

cc Mr. W. W. Stiffler

Br. # 4168 MP. 27- 02.45
27-19' F.T. Spans on Cut-off Piling
4"x12" & 2"x2" deck. Built by U.S.B.P.R. 1926
H.C. 23'-3". Deck to S.B. 15'
Rebuilt Redecked 1935

Waldport, Oregon, June 7th, 1955.

Honorable Ben R. Chandler, Chairman,
Coos Bay, Oregon.

Dear Sir :

Permit us to advise you, in advance of the June 20th meeting of the Highway Commission, that we plan to have a delegation representing Civic organizations, and business and property owners from this area, appear and request your body to undertake a survey of the feasibility of replacing the present Eckman Slough bridge on Highway No. 34, two miles east of Waldport, with a fill, spillway and flood gates.

It is our belief your present policy calls for a continuing maintenance program and that some work of this type is about to be started in the very near future.

It is our opinion a fill could replace the present bridge for a figure approximating between five and ten years maintenance costs of the present structure with practically no further costs of maintenance.

Such a program would provide a fresh water lake which we believe the Game Commission would stock and which would offer fishing and recreation to residents and tourists.

There is sufficient shore line property owned by your Commission, the Alsea Port Commission and Lincoln County to assure ample access to such a lake. However property owners have expressed a willingness to grant easements over private land to the water edge.

This appears to be a project that has the solid backing of the people in this area.

The authorisation of a survey of the engineering problems involved, on the feasibility of the project by your Commission, is respectfully requested.

Very truly yours,

ECKMAN LAKE PROJECT COMMITTEE

By Fred M. Lundy - Chairman.

c/c Hon. Ben R. Chandler, Coos Bay, Oregon.
c/c Hon. Charles R. Reynolds, LaGrande, Oregon.
c/c Hon. M.K. McIver, SHC, Salem, Oregon.
c/c R.H. Baldock, State Highway Engineer, Salem, Oregon.

FORM E30—50M—10-54—79465

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 6, 1955

SUBJECT:

Sidewalks on Eckman Slough Bridge

To:

Mr. W. W. Stiffler
Asst. Highway Engineer

OFFICE

Dear Sir:

We return herewith your record of assignment # 1791 regarding the request for a sidewalk on Eckman Slough Bridge.

We have had in mind the need of a sidewalk on Eckman Slough Bridge located about a mile east of Waldport on the Alsea Highway for sometime.

It did not appear, however, that we could justify the large expenditure involved in its construction immediately before the bridge structure it self was renewed. The existing structure was built in 1933 and is scheduled to be rebuilt in 1956. We plan to include the construction of the sidewalk in the 1956 budget.

The material on the ground near there is for minor temporary repairs and for other structures in that vicinity.

Very truly yours,

I. A. DeFrance
Asst. Maintenance Engineer

IAD:ab
Encl.

RECEIVED
JUN 6 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. A. CO LER

4-3315 Fort Stevens State Park 1957
Facilities
#5059

RECEIVED
FOR FILING
43315
5057

file

OREGON STATE HIGHWAY DEPARTMENT

(date) March 26, 1958

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 5059 | 4 Final | Pantovich Construction Co. |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 6448 | H208041 | $ 2,958.56 | 3-25-58 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion date: 100 workdays from 11-14-57

Time Extensions: None

Completion Date: Jan. 23, 1958

Date Accepted: Feb. 27, 1958

Penalties: None of record

Claims: Claim of EK Plumbing Co., Inc., for work in amt. of $936.75.

Remarks:

---

Date: Mar. 26, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: MAR 27 1958
GRW.

NOTED ON CARD
em

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MAR [illegible]
FOR FILING

[illegible]

March 21, 1958

Ek Plumbing Company, Inc.
279 W. Marine Drive
Astoria, Oregon

Attention: Mr. Hiram C. Johnson

Gentlemen:

This is to acknowledge your letter of March 18 inquiring as to when final payment is to be made to Pantovich Construction Co. on our Contract No. 5059 for construction of the Fort Stevens State Park Facilities. The contract was completed January 23, accepted by the Highway Commission February 27, and final payment is to be made on or after March 27, 1958.

The General Insurance Company of America, 1975 S. W. 5th Ave., Portland 1, furnished the performance bond for this contract to assure completion of the project and payment of all bills incurred in it.

If you feel that it is necessary to protect your claim against the bond for a period longer than six months following acceptance of the contract by the Highway Commission, you should file your claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the filing procedure.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

FAQ:fp

NOTED ON CARD

**EK PLUMBING COMPANY, INC.**

WILLIAMS OIL - O - MATIC HEATING

XXXXX XXXXX XXXXXX
ASTORIA, OREGON
TELEPHONE XXX
FA 5-4013

279 W. Marine Drive
March 18, 1958.

State of Oregon
Highway Commission
Salem, Oregon

Re: Fort Stevens Park Facilities
Job No. 8209-B.

Gentlemen:

We did work as a sub contractor under Pantovich Construction Company of Salem, Oregon on the above job for the sum of $12,490.00, of which a balance of $936.75 remains unpaid.

Has final payment been made to Pantovich Construction Co? If not, will you kindly let us know when you expect to make final payment to them?

Thank you.

Yours very truly,

EK PLUMBING CO.

By Hiram C. Johnson

HJ/lp

REFERRED TO
Gurney
BY SECRETARY
prepare reply
and usual letters.
record on card

RECEIVED
MAR 1[illegible]
[illegible]

NOTED ON CARD
[illegible]

RECEIVED
MAR 26 1958
FOR FILING

5059

Note on card file

March 21, 1958

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

A letter has been received from Ek Plumbing Company, Inc., Astoria, stating that Pantovich Construction Co. owes them the sum of $936.75 for work performed as a subcontractor under our Contract No. 5059 for Fort Stevens State Park Facilities, awarded to Pantovich Construction Co.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Mansfield & Company
1975 S. W. 5th Ave.
Portland 1, Oregon

Pantovich Construction Co.
935 Harris St.
Salem, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

FAQ:fp

NOTED ON CARD
JM

A

RECEIVED
MAR 13 1958
FOR FILING
[illegible]
[illegible]

Mar. 17,,1958

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5059 for Fort Stevens State Park Facilities in Clatsop County was completed by the contractor, Pantovich Construction Company, on Jan. 23, 1958, and was formally accepted by the Highway Commission on Feb. 27, 1958.

Final payment in the amount of $2,958.56 will be released to the contractor on or after Mar. 27, 1958. The total contract amount if $38,389.17, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
1957
FOR FILING

November 4, 1957

Pantovich Construction Co.
935 Harris Street
Salem, Oregon

Gentlemen:

The State Highway Commission on October 31, 1957 awarded to you State Highway Contract No. 5059 for Fort Stevens State Park Facilities on the Oregon Coast Highway in Clatsop County.

This award was based on your bid of $38,370.50 which was the low bid submitted to the Commission the third of October, 1957, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
C. H. Armstrong

F-27(7) Tide Creek Bridge on Col. River Hwy. 1957

#5060

RECEIVED
JUN [illegible] 1958
FOR FILING
F-[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)

June 17, 1958

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 5060 | 7 Final | Inland Construction Company |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 12953 | H214612 | $ 4,989.19 | 7-17-58 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion date: 160 workdays from Nov. 14, 1957

Time Extensions: None

Completion Date: May 22, 1958

Date Accepted: June 19, 1958

Penalties: None of record

Claims: None of record

Remarks:

---

Date: June 23, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUN 23 1958

NOTED ON CARD
em

RECEIVED
JUN 5 1958
FOR FILING

June 5, 1958

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5060 for Tide Creek Bridge on the Goble-Tide Creek Section of the Columbia River Highway in Columbia County was completed by the contractor, Inland Construction Co., on May 22, 1958, but has not as yet been accepted by the Commission.

Final payment in the amount of $4,989.19 will be released to the contractor after acceptance by the Commission. The total contract amount is $66,887.94, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By: Floyd Query
Assistant Secretary

em

NOTED ON CARD

RECEIVED
4 1957
FOR FILING

November 4, 1957

Inland Construction Co.
6202 S. E. Harmony Road
Milwaukie, Oregon

Gentlemen:

The State Highway Commission on October 31, 1957, awarded to you State Highway Contract No. 5060 for Tide Creek Bridge on the Columbia River Highway in Columbia County.

This award was based on your bid of $65,590.00 which was the low bid submitted to the Commission the third of October, 1957, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
P. M. Stephenson

10-1041 Clear Lake Drainage Improvement Proj. 1957

#5061

RECEIVED

NOTED
W. C. WILLIAMS

January 30th, 1958

# FINAL COST ANALYSIS

Clear Lake Drainage Improvement
Contract #~~5056~~ 5061

Drainage Improvement
Hattan & Bingham, Contractors
John L. Gunter, Resident Engineer

Oregon Coast Highway
Prefix 10-1041

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| Drainage Excav., Unclassified | 887.7 | Cu. Yd. | $ 1.50 | $ 2.35 | $2,089.01 | $1,331.55 |
| 8" Corr. Metal Pipe, Coated | 110 | Lin. Ft. | 2.36 | 1.71 | 188.19 | 259.60 |
| Extra for Pipe Under Pavement | 80 | " " | 2.00 | 1.97 | 157.48 | 160.00 |
| 8" Perf. Metal Drain Pipe, Uncoated | 60 | " " | 2.44 | 1.58 | 94.98 | 146.40 |
| 12" Perf. Metal Drain Pipe, Uncoated | 1,400 | " " | 2.95 | 2.47 | 3,462.20 | 4,130.00 |
| Special Backfill in Drains | 169 | Cu. Yd. | 6.00 | 5.16 | 873.11 | 1,014.00 |
| Corr. Metal Sumps | 8 | Each | 167.42 | 144.17 | 1,153.34 | 1,339.36 |
| 8" Saddle Tee Connections | 10 | " | 20.00 | 11.47 | 114.68 | 200.00 |
| 12" Saddle Tee Connections | 11 | " | 24.00 | 13.79 | 151.70 | 264.00 |
| Concrete Catch Basins | 4 | " | 75.00 | 89.76 | 359.02 | 300.00 |
| PA #1, 1½"-3/4" Round Concrete Aggregate | 42 | Cu. Yd. | 6.00 | 5.49 | 230.50 | 252.00 |
| PA #2, Purchase Excess 8" Corr. Metal Pipe, Coated | 10 | Lin. Ft. | 1.34 | 1.34 | 13.40 | 13.40 |
| Force Account | | | | | 182.08 | 162.15 |
| | | | | | $9,069.69 | $9,572.46 |

| | |
|---|---|
| Gross Revenue | $9,572.46 |
| Total Cost | 9,069.69 |
| Net Profit | $ 502.77 |

Net Profit Equals 5.25% of Gross Revenue

# Detail of Cost

| | | | | | |
|---|---|---|---|---|---|
| Labor: | | | | $1,717.90 | $1,717.90 |
| Materials: | | | | | |
| 8" Corr. Metal Pipe | 110 | Lin. Ft. | at $1.34 | $ 160.80 | |
| 8" Bands | 4 | Each | " 1.32 | 5.28 | |
| 8" Perf. Metal Drain Pipe, Uncoated | 60 | Lin. Ft. | " 1.26 | 75.60 | |
| 12" Perf. Metal Drain Pipe, Uncoated | 1,400 | Lin. Ft. | " 1.98 | 2,772.00 | |
| 12" Bands | 77 | Each | " 1.92 | 147.84 | |
| Corr. Metal Sumps | 8 | Each | " 137.42 | 1,099.36 | |
| 8" Saddle Tees | 10 | Each | " 10.50 | 105.00 | |
| 12" " " | 11 | Each | " 12.50 | 137.50 | |
| Concrete Catch Basins | 4 | Each | " 72.00 | 288.00 | |
| 1½"-3/4" Round Concrete Aggregates | 42 | Cu. Yd. | " 3.45 | 144.90 | |
| 3/8"-0 Backfill Aggregates | 169 | Cu. Yd. | " 3.45 | 583.05 | |
| Asphaltic Concrete | 4 | Ton | " 20.00 | 80.00 | |
| | | | | | 5,599.33 |
| Equipment Rental & Misc. Supplies: | | | | | |
| Equipment Rental Owned | | | | $1,028.46 | |
| " " Hired | | | | 173.00 | |
| Gas, Oil and Grease | | | | 210.00 | |
| P.L. & P.D. Insurance | | | | 50.00 | |
| Bond | | | | 91.00 | |
| Small Tools & Misc. Supplies | | | | 75.00 | |
| Home Office & General Overhead | | | | 125.00 | |
| | | | | | 1,752.46 |
| Total Cost | | | | | $9,069.69 |

Remarks:

This was a "State Project" calling for the construction of a drainage improvement project involving 1,460 lineal feet of perforated corrugated metal pipe, uncoated, 8 metal drainage sumps and 4 concrete catch basins on the Oregon Coast Highway 5.6 miles south of the westerly city limits of Reedsport in Douglas County.

The project was bid October 3rd and awarded October 31st, 1957. Work started October 18th and was completed December 5th, 1957.

The contractors moved in their equipment, which consisted of one 5-yard dump truck, one tractor-mounted backhoe and one rented compressor with jackhammer to cut pavement. The two men, Hattan and Bingham, doing all the work themselves, were able to show some profit on the total project over and above wages but did show a loss on the drainage excavation and the catch basins. The drainage excavation, being in blow sand, was very hard to hold from caving and took a lot of shoring but the sand would still run in, making a lot more excavation than they were paid for. On the catch basins, the cost of materials being high with a low bid price, a loss is shown.

M. N. Juve
Chief Cost Analyst

By . . C. E. Layton

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JAN 31 1958

FOR FILING
6-1441
571

*files*

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 24, 1958

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 5061 | 3 Final | Hattan & Bingham | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 1173 | H202536 | $746.95 | 1-23-58 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 16 workdays from Nov. 12, 1957

Time Extensions: None

Completion Date: Dec. 5, 1957

Date Accepted: Jan. 16, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Jan. 24, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 30 1958

NOTED ON CARD
em

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FOR FILING

Jan. 20, 1958

**CERTIFIED MAIL**

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 5061 for drainage improvement on the Clear Lake Section of the Oregon Coast Highway in Douglas County was completed by the contractor, Hattan & Bingham, on Dec. 5, 1957, and was formally accepted by the Highway Commission on Jan. 16, 1958.

Final payment in the amount of $746.95 will be released to the contractor on or after Jan. 30, 1958. The total contract amount is $9,572.46, of which amount $162.15 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Ralph Juul Insurance Agency
2076 Sherman Ave.
North Bend, Oregon

NOTED ON CARD

Form E-1—10M—7-57

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 7, 1957

Section Clear Lake Drainage Improvement

Kind of work Drainage Improvement

Highway Oregon Coast County Douglas

Section prefix 10-1041

Contractor Hattan & Bingham

Contract number 5061

Date of contract October 31, 1957

Specified work days 16

Date work started October 18, 1957

Work days used 16

Project authorization $10,955.00

Exclusive of engineering $10,175.98

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $10,027.27

Estimated per cent ~~overrun or~~ underrun 0.1 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $799.02

Engineering cost to date $530.00, 68 %

Date project was completed December 5, 1957

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Shaping the ditch line and general clean up work was done this week. This completes the work to be done on this contract.

Mr. L. R. Chandler was over the job Wednesday

CONSTRUCTION DIVISION
RECEIVED
NOTED

Noted
M. N. Juve

Signed John L. Gunter

Address Box 496 North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 5146

| | Drainage | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 1570 ft. | | | | |
| Miles partially completed | | | | | |
| Miles completed | 1570 ft. | | | | |
| Total estimated quantities (contract) | | | | | |
| Total quantities corrected to date | | | | | |
| Estimated quantities moved or placed to date | | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | 1 | | | | |
| Hours per shift | 8 | | | | |
| Average force on project for week | 2 | | | | |

| | | |
|---|---|---|
| Men | | 2 |
| Supervision | | |
| Men and trucks under 3 tons | | |
| and trucks over 3 tons | | 1 |
| and tractors | Ford Trencher | 1 |

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors ............, Bulldozers ............, Compaction rollers ............, . . . . ............., . . . . ............., . . . . ............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | Fair | | |
| Tuesday | " | | |
| Wednesday | " | | |
| Thursday | Cloudy | | |
| Friday | Rain | | |
| Saturday | | | |

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FOR FILING

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5061

November 4, 1957

Hattan & Bingham
Route 2, Box 754
North Bend
Oregon

Gentlemen:

The State Highway Commission on October 31, 1957, awarded to you State Highway Contract No. 5061 for the Clear Lake Drainage Improvement Project south of Reedsport, in Douglas County.

This award was based on your bid of $9,437.78 which was the low bid submitted to the Commission the third of October, 1957, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

P

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OCT 4 1957
FOR FILING

10 1041

[illegible]

Salem, Oregon
October 3, 1957

Mr. John G. Herr
Accounting

We have in the safe Certified Check No. 2304 in the amount of $471.90, submitted as a proposal guaranty with the low bid of Hatton & Bingham, North Bend, on the Clear Lake Drainage Improvement Project, on which bids were read October 3, 1957.

OREGON STATE HIGHWAY COMMISSION

Secretary

fp

S-222(2) Windy Gap Sec. of the 1957
Galice Co. Rd. (Grading)
#5062

NOTED
C. G. SWENSON

March 10, 1959

Hon. Raymond A. Lathrop
Josephine County Judge
Courthouse
Grants Pass, Oregon

Contract 5062
1-222 (2)

Dear Judge Lathrop:

This is to acknowledge receipt of a check in the amount of $4,864.91 as final payment of the county's share of the total costs for the Windy Gap Section of FAS 594.

Our Construction Division advises that the field survey on the Galice - Windy Gap Section is expected to be completed by the end of March or first part of April. If everything goes on schedule this would permit acceptance of bids for this project in the latter part of May or in June.

I will keep you advised of the progress on this project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg

LOUIS D. RINGUETTE
~~FRED W. RICHARDS~~
COMMISSIONER

RAYMOND A. LATHROP
JUDGE

E. E. DAVIDSON
COMMISSIONER

*Josephine County, Oregon*
**COUNTY COURT**
GRANTS PASS, OREGON

MARCH 9, 1959

MR. JOHN F. HAGEMANN,
ASSISTANT COUNTY & CITY RELATIONS ENGINEER,
OREGON STATE HIGHWAY DEPARTMENT,
SALEM, OREGON.

DEAR JOHN:

ENCLOSED IS OUR WARRANT IN THE AMOUNT OF $4,864.91 AS PER THE OREGON STATE HIGHWAY DEPARTMENT'S INVOICE 59411 DATED FEBRUARY 25, 1959.

HOW ARE THINGS COMING ALONG ON THE SURVEY OF THE IMPROVEMENT ON THE BALANCE OF THE ROAD TO GALICE? I TRUST THAT THEY ARE MOVING IN SUCH A MANNER THAT WE SHOULD SOON HEAR FROM YOU RELATIVE TO A FINAL AGREEMENT ON THIS SECTION.

VERY TRULY YOURS

Raymond A Lathrop
RAYMOND A. LATHROP
JOSEPHINE COUNTY JUDGE

RAL:MF
ENC.

RECEIVED
MAR 1[illegible] 1959
ENGINEER
COUNTY & CITY RELATIONS

Form A-180—10M—6-38

NOTED
V. R. JONES

NOTED
C. G. SWENSON

**INVOICE**

# Oregon State Highway Department

**SALEM, OREGON**

Josephine County
Grants Pass,
Oregon

Attn: County Court

*Invoice No.* 59411
*Date* February 25, 1950
*Your Req. No.*
*Billing Request No.* 60-470
*Credit Distribution:* 517-2038-277

Final billing: Windy Gap Section, FAS 594, covered by agreement dated 9/24/47.

| | | |
|---|---|---|
| Original advance deposit | $34,160.00 | |
| Less amount previously transferred | 26,160.00 | |
| Balance in Advance Deposit | | $ 8,000.00 |
| County share total costs as per attached statement | $39,044.91 | |
| Less amount previously transferred | 26,160.00 | |
| Balance | | 12,884.91 |
| Balance Due | | $ 4,884.91 |

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

State Printing 13107

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
Harold C. Ayers

February 25, 1959

Josephine County Court
Courthouse
Grants Pass, Oregon

NOTED

Gentlemen:

Final costs are now available on the Windy Gap Section of FAS 594. As shown in the attached cost statement, a balance of $4,864.91 is due the state from the county. A billing form for this amount will be forwarded the county from our accounting division within the next few days. Please make payment upon receipt of said billing form.

The overrun in costs was primarily due to slide removal and required extra borrow material. If you have any questions on this matter, please advise.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

Completed 8/7/58

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Josephine Contract No. 5062 Date 2/25/59

FAS 594 Section Windy Gap Section

PAYMENTS TO CONTRACTOR

| Item | Unit | Unit Price | Total Qty. | Total Cost |
|---|---|---|---|---|
| Payments to contractor as per attached tabulation - - - - - - - - - - | | | | $150,387.32 |
| Construction engineering - - - - - - - - - - - - - - - - - - - - - - - | | | | 17,457.59 |
| TOTAL CONSTRUCTION COSTS - - - - - - - - - - - | | | | $167,844.91 |
| FEDERAL FUNDS COLLECTED FOR PROJECT - - - - - | | | | $ 96,600.00 |

AGREED COUNTY SHARE OF TOTAL COSTS

| | | |
|---|---|---|
| 100% of all costs over $161,000 | = | $ 6,844.91 |
| 50% of difference between $161,000 and federal funds collected ($161,000 - 96,600) X ½ | = | $32,200.00 |
| TOTAL - - - - - - - - - - - - - - | | $39,044.91 |
| COUNTY ADVANCE DEPOSIT - - - - - | | 34,180.00 |
| BALANCE DUE STATE - - - - - - - - | | $ 4,864.91 |

JFH:cg

Oct. 13, 1938

STATE OF OREGON,
To F. L. [illegible], Dr.

County Josephine
Postoffice address Medford, Oregon
Highway Galice County Road
Work done to August 7, 1938
Contract No. 5068
Section Windy Gap
Prefix No. 517-1038-201(A1)
Estimate No. 11 Final

| ITEM | Unit | Unit Prices | Total Quantities To Date | Total Amount To Date | Previous Amount | Present Amount |
|---|---|---|---|---|---|---|
| 1. Clearing and grubbing | all | 12000.00 | 100% | 12,000.00 | 12,000.00 | - |
| 2. Drainage excav., unclass. | c.y. | 3.00 | 292.74 | 878.22 | 878.22 | - |
| 3. General excav., unclass. | c.y. | .75 | 144,160 | 108,120.00 | 108,120.00 | - |
| 4. Short overhaul | yd.sta. | .01 | 164,767.2 | 1,647.67 | 1,647.67 | - |
| 5. Long overhaul | C-yd.sta. | .50 | 232.7 | 116.35 | 116.35 | - |
| 6. Finish, roadbed & slopes | mile | 500.00 | .56 | 280.00 | 280.00 | - |
| 7. 12" corr. metal pipe | l.f. | 4.00 | 60 | 240.00 | 240.00 | - |
| 8. 18" corr. metal pipe | l.f. | 6.00 | 120 | 720.00 | 720.00 | - |
| 9. 24" corr. metal pipe | l.f. | 7.00 | 180 | 1,260.00 | 1,260.00 | - |
| 10. 24" corr. metal pipe, 12 ga. | l.f. | 8.50 | 230 | 1,955.00 | 1,955.00 | - |
| 11. 24" half circle corr. metal pipe | l.f. | 6.00 | 66 | 396.00 | 396.00 | - |
| 12. 6" perf. metal drain pipe, unstd. | l.f. | 2.50 | 460 | 1,150.00 | 1,150.00 | - |
| 13. Special backfill in drains | c.y. | 5.00 | 62 | 310.00 | 310.00 | - |
| 14. 1" galv. water pipe | l.f. | 2.00 | 615 | 1,230.00 | 1,230.00 | - |
| 15. Metal guard rail | l.f. | 3.00 | 2,680 | 8,040.00 | 8,040.00 | - |
| FA/1 Clearing and grubbing | all | 500.00 | 100% | 500.00 | 500.00 | - |
| FA/1 Borrow excavation | c.y. | .40 | 8,242.2 | 3,296.88 | 3,296.88 | - |
| Force Account (Flagging) | | | | 2,219.85 | 2,219.85 | - |
| Force Account-Retroactive Pay Adj. | | | | 27.35 | - | 27.35 |
| | | | | | | |
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|---|---|---|---|---|---|
| Audited and approved by | | Totals | 144,387.32 | 144,359.97 | 27.35 |
| Period covered To 8/7/38 | 0 | % Retained | - | 4,510.80 | 4,510.80 |
| Cont. 5068 Est. 11 Final | | Total Payments | 144,387.32 | 139,849.17 | 4,538.15 |

Section Windy Gap Prefix No. 517-1032-201(41) Estimate No. 11 Final

| ITEM | Unit | Unit Prices | Total Quantities To Date | Total Amount To Date | Previous Amount | Present Amount |
|---|---|---|---|---|---|---|
| 1. Clearing and grubbing | all | 18000.00 | 100% | 18,000.00 | 18,000.00 | - |
| 2. Drainage excav., unclass. | c.y. | 3.00 | 292.74 | 878.22 | 878.22 | - |
| 3. General excav., unclass. | c.y. | .75 | 144,160 | 108,120.00 | 108,120.00 | - |
| 4. Short overhaul | yd.sta. | .01 | 164,767.2 | 1,647.67 | 1,647.67 | - |
| 5. Long overhaul | C-yd.sta. | .50 | 232.7 | 116.35 | 116.35 | - |
| 6. Finish, roadbed & slopes | mile | 500.00 | .56 | 280.00 | 280.00 | - |
| 7. 12" corr. metal pipe | l.f. | 4.00 | 60 | 240.00 | 240.00 | - |
| 8. 18" corr. metal pipe | l.f. | 6.00 | 120 | 720.00 | 720.00 | - |
| 9. 24" corr. metal pipe | l.f. | 7.00 | 180 | 1,260.00 | 1,260.00 | - |
| 10. 24" corr. metal pipe, 12 ga. | l.f. | 8.50 | 230 | 1,955.00 | 1,955.00 | - |
| 11. 24" half circle corr. metal pipe | l.f. | 6.00 | 66 | 396.00 | 396.00 | - |
| 12. 6" perf. metal drain pipe, unrtd. | l.f. | 2.50 | 460 | 1,150.00 | 1,150.00 | - |
| 13. Special backfill in drains | c.y. | 5.00 | 62 | 310.00 | 310.00 | - |
| 14. 1" galv. water pipe | l.f. | 2.00 | 615 | 1,230.00 | 1,230.00 | - |
| 15. Metal guard rail | l.f. | 3.00 | 2,680 | 8,040.00 | 8,040.00 | - |
| PA#1 Clearing and grubbing | all | 500.00 | 100% | 500.00 | 500.00 | - |
| PA#1 Borrow excavation | c.y. | .40 | 8,242.2 | 3,296.88 | 3,296.88 | - |
| Force Account (Flagging) | | | | 2,219.85 | 2,219.85 | - |
| Force Account-Retroactive Pay Adj. | | | | 27.35 | - | 27.35 |
| | | | | | | |
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| | | | | |
|---|---|---|---|---|
| Audited and approved by | Totals | 150,387.32 | 150,359.97 | 27.35 |
| Period covered To 8/7/58 | 3 % Retained | - | 4,510.80 | 4,510.80 |
| Items Cont. 5062 Est. 11 Final | Total Payments | 150,387.32 | 145,849.17 | 4,538.15 |

Computed by E. Rinke
R. Sullivan
Checked by

To be paid contractors, this estimate, $ 4,538.15

Engineer A. L. Severson

Previous Voucher No. 21457

State Printing

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W. L. WILLIAMS

November 26, 1958

Windy Gap
Contract #5062
S-222 (2)
5062

# FINAL COST ANALYSIS
Grading
F. L. Somers, Contractor
A. L. Severson, Resident Engineer

Galice County Road
Prefix 517-1032-201(41)

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| * Clearing and Grubbing | 100% | All | $18,000.00 | $2,737.48 | $ 2,737.48 | $ 18,000.00 |
| * Drainage Excavation, Unclassified | 292.74 | Cu. Yd. | 3.00 | 4.72 | 1,383.12 | 878.22 |
| General Excavation, Unclass. | 144,160 | Cu. Yd. | 0.75 | 0.96 | 138,848.89 | 108,120.00 |
| Short Overhaul | 164,767.2 | Yd.Sta. | 0.01 | 0.013 | 2,115.95 | 1,647.67 |
| Long Overhaul | 232.7 | C.Yd.Sta. | 0.50 | 0.64 | 149.43 | 116.35 |
| Finishing Roadbed & Slopes | .56 | Mile | 500.00 | 1,254.69 | 702.63 | 280.00 |
| 12" Corr. Metal Pipe | 60 | Lin. Ft. | 4.00 | 2.82 | 169.00 | 240.00 |
| 18" Corr. Metal Pipe | 120 | Lin. Ft. | 6.00 | 5.57 | 668.99 | 720.00 |
| 24" Corr. Metal Pipe | 180 | Lin. Ft. | 7.00 | 6.15 | 1,107.64 | 1,260.00 |
| *24" Corr. Metal Pipe, 10 ga. | 230 | Lin. Ft. | 8.50 | 7.47 | 1,719.15 | 1,955.60 |
| 24" half circle Corr. Metal Pipe | 66 | Lin. Ft. | 6.00 | 3.76 | 247.84 | 396.00 |
| *6" Perf. Metal Drain Pipe, Uncoated | 460 | Lin. Ft. | 2.50 | 1.39 | 639.78 | 1,150.00 |
| *Special Backfill in Drains | 62 | Cu. Yd. | 5.00 | 5.00 | 310.00 | 310.00 |
| 1" Galv. Water Pipe | 615 | Lin. Ft. | 2.00 | 0.94 | 577.77 | 1,230.00 |
| Metal Guard Rail | 2,680 | Lin. Ft. | 3.00 | 3.17 | 8,514.25 | 8,040.00 |
| PA#1 Clearing & Grubbing | 100% | All | 500.00 | 492.40 | 492.40 | 500.00 |
| PA#1 Borrow Excavation | 8,242.2 | Cu. Yd. | 0.40 | 0.36 | 2,986.13 | 3,296.88 |
| Force Account | | | | | 1,914.19 | 2,219.83 |
| Force Account Retroactive Pay Adj. | | | | | 27.35 | 27.35 |
| | | | | | $165,311.99 | $150,387.32 |

* Work done all or in part by L. J. Conley

| | |
|---|---|
| Gross Revenue | $150,387.32 |
| Total Cost | 165,311.99 |
| Net Loss | $ 14,924.67 |

Net Loss equals 9.9 percent of Gross Revenue.

## DETAIL OF COSTS

Labor:

| | | |
|---|---|---|
| Labor | $58,305.41 | |
| Labor Insurance | 4,511.03 | |
| Health and Welfare | 1,863.73 | $ 64,680.17 |

Materials:

| | | | | |
|---|---|---|---|---|
| 12" Corr. Metal Pipe | 60 Lin.Ft. | at $ 2.17 | $ 130.20 | |
| 12" Bands | 2 | at $ 2.17 | 4.34 | |
| 18" Corr. Metal Pipe | 120 Lin. Ft. | at $ 3.03 | 363.60 | |
| 18" Bands | 6 | at $ 3.03 | 18.18 | |
| 24" Corr. Metal Pipe | 180 Lin.Ft. | at $ 4.72 | 849.60 | |
| 24" Bands | 7 | at $ 4.72 | 33.04 | |
| 24" Corr. Metal Pipe 10 Ga. | 230 Lin.Ft. | at $ 4.72 | 1,085.60 | |
| 24" Bands | 8 | at $ 4.72 | 37.76 | |
| 24" Half Circle Corr. Metal Pipe | 66 Lin.Ft. | at $ 2.83 | 186.78 | |
| 6" Perf. Metal Drain Pipe, Uncoated | 460 Lin.Ft. | at $ 0.84 | 386.40 | |
| 6" Bands | 20 | at $ 1.05 | 21.00 | |
| 1" Galv. Water Pipe | 615 Lin.Ft. | at $ 0.265 | 162.78 | |
| 1" Pipe Fittings | | | 6.01 | |
| Special Backfill Aggregate | 62 Cu.Yds. | at $ 2.00 | 124.00 | |
| Guard Rail Inc. posts and fittings | 2,680 Lin.Ft. | at $ 1.62 | 4,341.60 | |
| Paint | | | 135.13 | |
| 6" Perf. Metal Bands | 2 | at $ 1.19 | 2.38 | |
| 18" Elbow | 1 | at $24.22 | 24.22 | $ 7,912.62 |

Equipment Rentals and Miscellaneous Expenses:

| | | | |
|---|---|---|---|
| Equipment Rental (own) | | $56,088.93 | |
| Equipment Rental (hired) | | 1,319.01 | |
| Gas, Oil and Grease | | 8,819.77 | |
| Bond | | 771.50 | |
| PH and PD Insurance | | 728.82 | |
| Small Tools | | 562.04 | |
| Powder | 72,700 Lbs. at $15.163 per cwt. | 11,024.08 | |
| Caps and Fuses | | 1,695.17 | |
| Drill Steels | | 4,761.41 | |
| Home Office and General Overhead | | 3,014.97 | $ 88,785.70 |

| | | |
|---|---|---|
| Paid L. J. Conley | $ 3,933.50 | $ 3,933.50 |
| | TOTAL | $165,311.99 |

REMARKS:

This was a "Federal Aid Secondary Project" located on the Galice County Road in Josephine County. The east end of the project was approximately 4.2 miles east of Galice. The west end of the project was approximately 3.6 miles east of Galice and about 16 miles northwest of Grants Pass. The overall length of the project was 0.56 mile.

The work to be done under this contract consisted of the construction of 0.56 mile of highway roadbed and the performance of such additional and incidental work as called for in the plans and specifications.

The project was bid on October 3, 1957 by F. L. Somers and awarded to him on October 31, 1957. Work was begun on November 13, 1957 and the project was completed on August 7, 1958. The final estimate was dated October 13, 1958.

On November 13, 1957 the subcontractor on clearing and culvert pipe moved in and began clearing. In this work he used an Oliver Corporation tractor and two men. This work was completed during the week ending January 24, 1958.

During the week ending December 7, 1957 the subcontractor began excavating for the embankment foundation (Station 19+50) using an HD-9 tractor. This work progressed slowly due to inclement weather. During the week ending January 10, 1958 he completed this work and installed the 6-inch perforated metal drain pipe and backfilled it. On January 13, 1958 the subcontractor began excavating for 24-inch corrugated metal pipe at Station 35± using a TD-9 tractor with dozer. He started installing the pipe on January 15, 1958 and completed the installation on January 17, 1958. On January 14, 1958 he began excavating for the 6-inch perforated metal pipe at Station 36± and started installing the pipe on January 20, 1958. He completed the installation on January 22, 1958. The subcontractor did what cleanup necessary in his work on January 23, 1958 and moved out.

On January 8, 1958 the principal contractor began moving in his grading equipment consisting of one 600 compressor, one 315 compressor, one air track drill, one wagon drill, a jackhammer, two dumptors, a 2½-c.y. shovel, a 1½-c.u. shovel, two 8-c.y. trucks, an HD-16 cat with dozer, a D-8 cat with dozer, and an Adams power grader. In April he replaced the dumptors with two 16-c.y. Euclid end dump trucks.

On January 13, 1958 he began drilling in the vicinity of Station 23± using a 600 compressor and air track drill and a 315 compressor and wagon drill. On January 16, 1958 he put off his first shot and began excavating, using a 2½-c.y. shovel and two dumptors to haul. The material was spread with an HD-16 dozer. This material was placed in fill area between Stations 15± and 22±.

When the drilling was far enough ahead of the excavating he brought in a 1½-c.y. shovel and two 8-cu.y. trucks and began excavating at the west end of the cut, hauling to the fill area between Stations 34± and 36±. This material was placed with a D-8 dozer.

The grading was completed during the week ending June 28, 1958 except for a slide which developed that week and was taken out the following week.

On June 30, 1958 the contractor started finishing a roadbed and slopes. This work progressed slowly as he was required to do a considerable amount of light shooting to bring the project down to grade and also had to do a considerable amount of hand sealing. This work was completed on July 14, 1958.

On July 9, 1958 the contractor began installing guardrail using a crew of 5 men, a 315 compressor and wagon drill, and a Fordson tractor with an auger attachment. This work progressed slowly as he had to shoot a large per cent of the post holes. He completed the installation and painting on August 5, 1958.

All work on the project was completed on August 7, 1958.

Inefficient supervision, a large amount of downtime due to machinery breakdowns, and low bid prices resulted in a loss on the project.

M. N. Juve
Chief Cost Analyst

By

F. W. Sugnet

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S 22 [illegible]

~~(CONTRACT NO.)~~
5062

OREGON STATE HIGHWAY DEPARTMENT
(date)

Nov. 13, 1958

(EST. NO.) (CONTRACTOR)

5062 11 Final F. L. Somers
(VOUCHER NO.) (WARRANT NO.) (AMOUNT) (DATE)

26363 H 228332 $ 4,538.15 11/13/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G R Winchcomb
ACCOUNTING DIVISION

---

Specified completion date: 150 workdays from March 1, 1958

Time Extensions: None

Completion Date: Aug. 7, 1958

Date Accepted: Sept. 11, 1958

Penalties: None of record

Claims: None of record

Remarks:

---

Date: Nov. 14, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

[redacted]

C. W. Head
C. W. Head
Assistant Secretary

Warrant Mailed: NOV 17 1958
GRW

NOTED ON CARD
OM

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[illegible]

5062

Nov. 5, 1958

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 5062 for grading on the Windy Gap Section of the Galice County Road in Josephine County was completed by the contractor, F. L. Somers, on Aug. 7, 1958, and was formally accepted by the Highway Commission on Sept. 11, 1958.

Final payment in the amount of $4,538.15 will be released to the contractor on or after November 15, 1958. The total contract amount is $150,387.32, of which amount $2,247.20 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
em

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 9, 1958

Section Windy Gap

Highway Galice County Road County Josephine

Contractor F. L. Somers

Date of contract October 31, 1957

Date work started November 14, 1957

Project authorization $162,984.38

Exclusive of engineering $144,875.00

Kind of work Grading

Section prefix 517-1032

Contract number 5062

Specified work days 150

Work days used 101

Per cent of time elapsed 67%

Estimated cost of completed project, exclusive of engineering $ 150,510.00 [illegible]

Estimated per cent overrun XXXXXXX 1.5%

Per cent of contract completed, based on total contract price 100%

Engineering authorization $11,590

Engineering cost to date $14,700, 127%

Date project was completed August 7, 1958

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed this project on Thursday of this week.

The pperating engineers' strike affected just one man on the contractor's crew, the blade operator. The laborers and supervisory employees have worked this week.

F. B. Klaboe was over the project on Tuesday.

CONSTRUCTION DIVISION
RECEIVED
AUG 11 1958
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

Noted
M. N. Juve

Signed A. L. Severson

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 0.56 | | | | |
| Miles partially completed | | | | | |
| Miles completed | 0.56 | | | | |
| Total estimated quantities (contract) | 140,000 | | | | |
| Total quantities corrected to date | 148,000 | | | | |
| Estimated quantities moved or placed to date | 148,000 | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | 1 | | | | |
| Hours per shift | 8 | | | | |
| Average force on project for week | 6 | | | | |

| | |
|---|---|
| Men | 3 |
| Supervision | 3 |
| Men and trucks under 3 tons | |
| Men and trucks over 3 tons | |
| Men and tractors | |

Equipment used during week: Shovels .........., Power graders 1, Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors 1, Bulldozers .........., Compaction rollers .........., Loader 1, .........., ..........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | Fair | | |
| Tuesday | " | | |
| Wednesday | " | | |
| Thursday | " | | |
| Friday | " | | |
| Saturday | | | |

Contract 5062

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Monthly Transaction No.

Project Report No. 3

For
(5-29-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROJECT AGREEMENT

Oregon

County **Josephine**

Project No. **S-222(2)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

**Windy Gap Section of the Galice Road, approx. 3.6 miles east of Galice extending easterly (a county road).**

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | | |
| Rights-of-Way | | |
| Construction | | |
| Other *(Specify)* | 9/17/57 | 0.6 |
| | | |

FUNDS

| | |
|---|---|
| Estimated total cost of project<br>$ 159,362.50 | Federal funds<br>$ 96,600.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY COMMISSION**
(Official name of Highway Department)

By Chas H Reynolds
**Chairman, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Folk
Division Engineer

Date executed by Division Engineer March 4, 195

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11169

# PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Windy Gap Section
Galice Road
Josephine County

NATURE OF WORK:

Grading

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5062 5062 F. L. Somers 10-31-57

DATE OF COMPLETION: 150 Workdays from 3-1-58

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. S-222(2)

## WINDY GAP SECTION OF THE GALICE ROAD

## IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 31, 1957

Type Code 0010
Roadway (Sta. 8+00 to Sta. 37+50)(Contract No. 5062)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | | $18,000.00 |
| Drainage Excavation, Unclassified | 450 | cu. yds. | $3.00 | 1,350.00 |
| General Excavation, Unclassified | 140,000 | cu. yds. | 0.75 | 105,000.00 |
| Short Overhaul | 179,000 | yd. stas. | 0.01 | 1,790.00 |
| Long Overhaul | 660 | C-yd. stas. | 0.50 | 330.00 |
| Finishing Roadbed and Slopes | 0.56 | mile | 500.00 | 280.00 |
| 12 Inch Corrugated Metal Pipe | 70 | lin. ft. | 4.00 | 280.00 |
| 18 Inch Corrugated Metal Pipe | 140 | lin. ft. | 6.00 | 840.00 |
| 24 Inch Corrugated Metal Pipe | 200 | lin. ft. | 7.00 | 1,400.00 |
| 24 Inch Corrugated Metal Pipe, 12 Gage | 250 | lin. ft. | 8.50 | 2,125.00 |
| 24 Inch Half Circle Corrugated Metal Pipe | 70 | lin. ft. | 6.00 | 420.00 |
| 6 Inch Perforated Metal Drain Pipe | 540 | lin. ft. | 2.50 | 1,350.00 |
| Special Backfill in Drains | 70 | cu. yds. | 5.00 | 350.00 |
| 1 Inch Galvanized Water Pipe | 630 | lin. ft. | 2.00 | 1,260.00 |
| Metal Guard Rail | 2,700 | lin. ft. | 3.00 | 8,100.00 |
| | | | | $142,875.00 |
| Flagging (57½% of Contractor's Cost) | All | Required | | 2,000.00 |
| | Subtotal | | | $144,875.00 |
| | 10% Engr. & Cont. | | | 14,487.50 |
| | Total | | | $159,362.50 |

Length of Roadway 0.559 Mile
Cost of Roadway per Mile $285,084.97

| | |
|---|---|
| Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - - - | $ 96,600.00 |
| State Funds - - - - - - - - - - - - - - - - - - - - - - - - - - | 31,381.25 |
| County Funds- - - - - - - - - - - - - - - - - - - - - - - - - - | 31,381.25 |
| | $159,362.50 |

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

Note: Necessary funds have been deposited by Josephine County with the Highway Department.

FORM E30—30M—2-57—1476

# OREGON STATE HIGHWAY DEPARTMENT

## INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 4, 1957

**SUBJECT:** Windy Gap Section
FAS 594, Josephine County
Oregon Project S-222(2)

To: Mr. S. H. Probert
OFFICE

Attention: Mr. R. Chase

As per the agreement between county and state, federal participation up to the amount of $96,600 as initially programmed should be claimed in connection with the subject named project.

John F. Hagemann
John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

Form A-150—10M—6-57

NOTED
Harold C. Ayers

V. R. [illegible]

INVOICE

# Oregon State Highway Department

SALEM, OREGON

*Invoice No.* 53255

Josephine County
Grants Pass, Oregon

Attn: County Court

NOTED
John F. Hagemann

*Date* November 8, 1957

*Your Req. No.*

*Billing Request No.* cc 367

*Credit Distribution:* 517-1032-297

---

| | |
|---|---|
| Advance Deposits | 34,180.00 |
| Partial transfer county's share total cost. Windy Gap Section, FAS 594, covered by agreement dated October, 1957. Contract No. 5062 | 26,180.00 |
| To be retained | $8,000.00 |

ACKNOWLEDGMENT OF BILLING REQUEST

[illegible] $ ________

By ______________________________

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

State Printing 4396

NOTED
Harold C. Ayers

November 4, 1957

Josephine County Court
Courthouse
Grants Pass, Oregon

NOTED
John F. Hagemann

Gentlemen:

This is to advise that Contract No. 5062 was awarded on October 31 to F. L. Somers for construction of the Windy Gap section of FAS 594.

A copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JDG:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

**FRED W. RICHARDS**
COMMISSIONER

**RAYMOND A. LATHROP**
JUDGE

**B. E. DAVIDSON**
COMMISSIONER

# Josephine County, Oregon

**COUNTY COURT**
GRANTS PASS, OREGON

NOTED
R. JONES

RECEIVED

NOTED
John F. Hagemann

October 16, 1957

Mr. John F. Hagemann,
Assistant Engineer,
County and City Relations,
Oregon State Highway,
Salem, Oregon.

Dear Mr. Hagemann:

Enclosed is a check for $34,180.00 as was indicated in your letter of October 3rd.

Negotiations are pretty well along on securing the right of way necessary for this project. The Small Business Administration, who are interested in the Halpin property, have an engineer here at this time looking over the situation and will make their report to the Seattle office today. If it passes the Seattle office, apparently we can close this portion.

The price which we offered for the Morrison-Thompson right of way is apparently satisfactory, however, Mr. Thompson was away on a two weeks vacation and we will have to wait until he returns which should be next week before we finally know whether or not they will accept. We are prepared to serve papers before the end of the month on either or both of these properties if we do not come to terms. We will advise you toward the end of the month exactly what we have done. I trust that this will be satisfactory.

Very truly yours

Raymond A Lathrop

Raymond A. Lathrop
Josephine County Judge

RAL:mf
Enc.

Ck # 60867-9341 [illegible]
[illegible] 10-17-57

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

RECEIVED
OCT 17 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED
Harold C. Ayers

October 3, 1957

Josephine County Court
Courthouse
Grants Pass, Oregon

NOTED
John F. Hagemann

Gentlemen:

On October 3rd the Highway Commission received a satisfactory bid from F. L. Somers of Medford for construction of the Windy Gap Section of FAS 594. As per the agreement between county and state, the following advance deposit is required of the county prior to award of a contract:

| | |
|---|---|
| Bid Items | $142,875.00 |
| Anticipated Additional Items | |
| Flagging | 2,000.00 |
| 12-1/2% Engineering & Contingencies | 18,109.38 |
| Estimated Total Cost . . . . . . . | $162,984.38 |
| | |
| County Advance Deposit | |
| 20% of $161,000 | $ 32,200.00 |
| 100% of all over $161,000 | 1,984.38 |
| Total . . . . . . . . . . . . . . . | $ 34,184.38 or say $34,180 |

Please make this deposit by means of a check or warrant in the amount of $34,180 payable to the Oregon State Highway Commission, forwarding same to this office. If the deposit is made prior to October 31st and we are also in receipt of a letter certifying that all right-of-way has been obtained, a contract will be awarded at the regular Highway Commission meeting of October 31st and November 1st. If the deposit and letter clearing the right-of-way have not been received by October 31st, award of a contract will be held up pending receipt of same.

Thank you for your cooperation in this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

John F. Hagemann
Asst. Engr., County and City Relations

Deposit
Received 10/17/57
Cmt # 5062
517-1032

NOTED
C. G. SWENSON

JFH:mm

FRED W. RICHARDS
COMMISSIONER

RAYMOND A. LATHROP
JUDGE

B. E. DAVIDSON
COMMISSIONER

*Josephine County, Oregon*
**COUNTY COURT**
GRANTS PASS, OREGON

October 31, 1957

State of Oregon,
Oregon State Highway,
Salem, Oregon.

Attention: Mr. John F. Hagemann
Assistant Engineer
County and City Relations

Dear Fred:

This is to confirm our telephone conversation of this morning.

We have the signed option on the Halpin property at the Windy Gap Section of the Merlin Galice Road and I have the assurance of Mr. W. W. Baldarree, attorney for Mrs. Morrison and Judge Thompson that they have signed the deeds and are forwarding them to us. The balance of this property is on county land and we will make the necessary order setting it aside for road purposes. Therefore, all of the right of way is cleared so that the State Highway Commission will be safe in awarding the contract to Mr. Somers.

Very truly yours

Raymond A. Lathrop

Raymond A. Lathrop
Josephine County Judge

RAL:mf

**NOTED**
JOHN D. GRAHAM

**NOTED**
C. G. SWENSON

RECEIVED
NOV 1 1957
OREGON
STATE HIGHWAY COMMISSION

VED
10 1957
FOR FILING
[illegible]
5062

Salem, Oregon
October 7, 1957

Maint #327
Finance #177

**FAS Agreements**
**Josephine County**

Mr. C. G. Swenson
City & County Relations Dept.
Office

**Attention:** Mr. John D. Graham
Office Engr., City & County Relations

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement covering the Windy Gap Section of FAS 594 in Josephine County.

A fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Josephine County.

Secretary

rn
Attach

FORM 830—50M—2-57—1476

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1957

**SUBJECT:** FAS Agreements
Josephine County

**To:** Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the Windy Gap Section of FAS 594 in Josephine County. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on December 17, 1956.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Oct. 2 1957

RECEIVED
OCT 3 1957
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-17-56 Minute Page 36
Secretary

OREGON PROJECT S-222(2)
FAS 534

# RESOLUTION

WHEREAS, a county road in Josephine County, State of Oregon, known as the Galice County Road, is routed through the County of Josephine, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Josephine County, the section adopted for improvement being more particularly described as follows; to wit:

> From approximately 4.2 miles east of Galice, westerly to approximately 3.6 miles east of Galice, a distance of 0.559 mile.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Josephine will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Josephine County, Oregon, that no encroachments will be permitted on the county road known as the Galice County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Josephine County, Oregon, this 24th day of September, 1957.

By:

County Judge Raymond A. Lathrop

County Commissioner Fred Richards

County Commissioner B. E. Davidson

ATTEST:
Beul Vlouton
County Clerk

cc-12(1956)

NOTED
V. R. JONES

NOTED
Harold C. Ayers

September 23, 1957

Josephine County Court
Courthouse
Grants Pass, Oregon

NOTED
John F. Hagemann

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Windy Gap Section of FAS 594 upon which bids will be received October 3rd.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $207,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential. All costs in excess of the total FAS funds available to Josephine County which is $161,000 (includes federal, county, and state funds) must be borne by the county.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than October 2nd.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

By: John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Encl.

NOTED

NOTED
Harold C. Ayers

FORM E30—50M—2-57—1476

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NO
John F.

September 20, 1957
Salem, Oregon

SUBJECT: Options
Windy Gap Sec.
Galice County Rd.

To: C. G. Swenson
County-City Relations Engr.
OFFICE

RECEIVED
SEP 20 1957
ENGINEER

Attached are two revised descriptions on the above Section of Galice County Road.

These were requested by the County Judge, Lathrop, based on the fact that the owners wish to retain as much of the river frontage as possible.

| | | |
|---|---|---|
| 26977 | Raymond Thompson and<br>Lloyd and Ruth M. Morrison | 8.0 acres |
| 26978 | Nola Halpin | 2.4 " |

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

MM
blr
enc. 2 rev. descriptions

cc: Porter

Handed to Judge Lathrop 9/20/57
C.G.S.

NOTED
JOHN D. GRAHAM

**FRED W. RICHARDS**
COMMISSIONER

**RAYMOND A. LATHROP**
JUDGE

**B. E. DAVIDSON**
COMMISSIONER

*Josephine County, Oregon*
**COUNTY COURT**
GRANTS PASS, OREGON

NOTED

September 9, 1957

FAS 594

NOTED
[illegible]

Mr. C. G. Swenson,
Engineer, County and City Relations,
State Highway Department,
Salem, Oregon.

Dear Mr. Swenson:

We received the options forms covering right of way to be acquired in connection with the Windy Gap section of the Galice County Road.

I have contacted Mr. Roberts local highway engineer and he is going to see that stakes are set on the property lines involved. We will then be in a position to contact the owners and I am sure that we will have the properties under option by or shortly after October 24th. If we are not able to negotiate for these properties, we will have started condemnation suit by that time. Of course, we do not wish to have trouble with people over right of way, but we anticipate one of the parties involved may be unreasonable.

Very truly yours

Raymond A. Lathrop

Raymond A. Lathrop
County Judge

RAL:mf

NOTED
JOHN D. [illegible]

RECEIVED
SEP 10 1957

NOTED
C. G. SWENSON

**FRED W. RICHARDS**
COMMISSIONER

**RAYMOND A. LATHROP**
JUDGE

**B. E. DAVIDSON**
COMMISSIONER

# *Josephine County, Oregon*

**COUNTY COURT**

GRANTS PASS, OREGON

NOTED

September 9, 1957

[illegible] 594

NOTED
John F. [illegible]

Mr. C. G. Swenson,
Engineer, County and City Relations,
State Highway Department,
Salem, Oregon.

Dear Mr. Swenson:

We received the options forms covering right of way to be acquired in connection with the Windy Gap section of the Galice County Road.

I have contacted Mr. Roberts local highway engineer and he is going to see that stakes are set on the property lines involved. We will then be in a position to contact the owners and I am sure that we will have the properties under option by or shortly after October 24th. If we are not able to negotiate for these properties, we will have started condemnation suit by that time. Of course, we do not wish to have trouble with people over right of way, but we anticipate one of the parties involved may be unreasonable.

Very truly yours

Raymond A. Lathrop

Raymond A. Lathrop
County Judge

RAL:mf

NOTED
JOHN D. [illegible]

RECEIVED
SEP 10 1957

NOTED
C. G. SWENSON

NOTED
V. R. JONES

September 6, 1957

NOTED
Harold C. Ayers

Josephine County Court
Courthouse
Grants Pass, Oregon

NOTED
John F. Hagemann

Gentlemen:

Enclosed are three option forms in quadruplicate covering right-of-way to be acquired in connection with the Windy Gap Section of the Galice County Road, FAS 594. Please return a conformed copy of the signed options, executed deeds, or other instruments in order that we may be advised of the complete terms of each transaction. Four prints of the right-of-way map are being sent under separate cover.

It is planned to receive bids on this project at the bid opening in Salem on October 3, but a contract would not be awarded until the Highway Commission meeting on October 24. Because a contract cannot be awarded before the rights-of-way have been optioned or obtained, it would be appreciated if you would advise this office if you believe that the right-of-way negotiations cannot be completed by or shortly after October 24.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Encl.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

FORM E30—50M—2-57—1476

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 5, 1957
Salem, Oregon

SUBJECT: Options
Windy Gap Sec.
Galice County Rd.

To: C. G. Swenson
County-City Relations Engr.
OFFICE

Attached you will find 3 option forms in quadruplet covering right of way to be acquired in connection with Windy Gap Section of the Galice County Road in Josephine County. This contract is scheduled for letting November 1, 1957.

Please have the County return at least a conformed copy of the signed options, executed deeds or other instruments in order that the Highway Engineers may be advised of the complete terms of each transaction.

We are forwarding, under separate cover, 4 prints of map number 8B-6-28 covering this area and bearing our date of August 27, 1957.

| | | | |
|---|---|---|---|
| 26977 | Raymond Thompson, Lloyd & Ruth M. Morrison | 10.8 | acres |
| 26978 | Nola Halpin | 2.7 | " |
| 26979 | Josephine County | 1.0 | " |

E F Saling

EARL F. SALING
Right of Way Office Manager

MM
blr
enc. 3 options

cc: R. L. Porter
cc: Frank Morgan(1 print of 8B-6-28 under separate cover)
cc: Larry Holt " " " " " " "
cc: [illegible]

NOTED
V R JONES

NOTED
Harold C. Ayers

Salem, Oregon
August 23, 1957

Windy Gap Section
FAS 594, Josephine County

Mr. V. G. O'Neil
OFFICE

NOTED
John F. Hagemann

Attached is a copy of a letter from Judge Lathrop regarding the subject project.

The letter contains three points which should be covered in the specifications, namely:

1. The amount of rock blasted into the river must be kept to a minimum.

2. Closure of the road should not exceed possibly 24 to 36 hours. (I can check with the County Court and get something more specific on this.)

3. River as well as highway traffic must be flagged during blasting operations.

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

**FRED W. RICHARDS**
COMMISSIONER

**RAYMOND A. LATHROP**
JUDGE

**B. E. DAVIDSON**
COMMISSIONER

*Josephine County, Oregon*
**COUNTY COURT**
GRANTS PASS, OREGON

August 22, 1957

NOTED
John F. Hagemann

Mr. John F. Hagemann, Assistant Engineer,
City and County Relations,
Oregon State Highway Department,
Salem, Oregon.

Dear Mr. Hagemann:

I talked with Mr. Rivers, local representative of the State Game Commission relative to the problem presented by the necessity of some rock falling into the river in the process of widening the Windy Gap Section. He assured me that they would have no objection to a moderate amount of rock which might fall into the river in the course of this construction.

The postmaster also assured me that there would be no problem involved due to interruption of mail service for 24 hours at a time, or even longer if it was necessary.

There is one thing, however, which we must be very sure of. That is, during the time when there is danger due to blasting in the area, boats on the river will have to be flagged as well as traffic on the highway.

I trust that you are coming along o.k. with the plans so that this project can be let as early as possible.

Very truly yours

Raymond A. Lathrop

Raymond A. Lathrop
Josephine County Judge

RAL:mf

NOTED
C. E. SWENSON

RECEIVED
AUG [illegible]
[illegible]
[illegible]

RECEIVED
AUG 23 1957
[illegible]
[illegible]

NOTED
John F. Hagemann

MEMO TO J W NASH
8/13/57

NOTED
[illegible] C. Ayers

FAS 594, JOSEPHINE COUNTY

TERMINI: From approximately 3.6 miles east of Galice, easterly to approximately 4.2 miles east of Galice.

PROPOSED WORK: Grade & drain. (Windy Gap Section)

PROJECT LENGTH: 0.56 mile.

| COSTS | Total | Federal | State | Other |
|---|---|---|---|---|
| CONSTRUCTION | $200,000 | $96,600 | $32,200 | $71,200 (Co.) |

NOTE: Federal funds are limited by Josephine County's apportionment of available FAS funds.

EXISTING FACILITY:

ROADWAY: 16' to 20' rock and gravel surface. Road was originally constructed with CCC labor and is a sidehill cut around a high, solid rock bluff which forms the south bank of the Rogue River at this point. The existing road has extremely poor grade and alignment.

STRUCTURES: None.

ADJACENT SECTIONS

WEST END: 20' gravel surface on 24' roadway.

EAST END: 20' gravel surface on 20' to 24' roadway.

PROJECT DATA: Grade and drain only to an improved grade and alignment. After completion of the FAS project the county will place base material and construct an intermediate type bituminous surface 20' in width with 4' shoulders.

ROW WIDTH: Minimum 100'
MINIMUM DESIGN STANDARDS: No exceptions
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required

NOTED
JOHN D. GRAHAM

UNUSUAL OR COMPLICATED SITUATIONS: All excavation is solid rock to be taken from the steep side of the rock bluff bordering the Rogue River. As this road is the only outlet to the extensive timbered area in the Siskiyou National Forest, traffic must be maintained during construction. Also, extreme care in blasting must be taken so as not to drop rock in any quantity into the Rogue River. Patrol and flagging must be maintained on the river as well as the road during all blasting operations.

*Supporting data for FAS 594 was submitted under Ore. Proj. S-222(1).*

NOTED
C. G. SW[illegible]N

JFH:mm

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
August 12, 1957

Windy Gap Section
FAS 594, Josephine County

Mr. Tom Edwards
OFFICE

NOTED
John F. Hagemann

The field data for the subject named project has been examined by this office and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

There is a total of $161,000 of FAS funds available for this project and Josephine County will pay 100% of all costs in excess of this amount.

Judge Lathrop has also requested that we include guard rail as required in the FAS project.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: Frank Hall
V. G. O'Neil

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

RECEIVED
FEB 13 1957
FOR FILING

2-8-57

# LOCATION PROSPECTUS FOR WINDY GAP SECTION, GALICE COUNTY ROAD, JOSEPHINE COUNTY

The following prospectus is submitted regarding the Windy Gap Section of the Galice County Road in Josephine County. The westerly end of the project is approximately 1.25 mile westerly from the Hellgate Bridge over Rogue River. The easterly end of the project is approximately one quarter mile easterly of the Taylor Creek Bridge. The overall length of the project is approximately one mile.

The middle portion of the existing road in the proposed survey is located on a high rock bluff. The approaches to the high line are of poor horizontal and vertical alignment. The cross section of the middle portion is narrow and supported by retaining walls of various types for a great portion of the distance across the bluff. The purpose of the survey is to develop plans and an estimate of cost for the improvement of the grade and alignment of the approaches to the bluff and to widen the entire section. No towns are involved on this section.

No preliminary engineering studies have been made on this section. The general route will approximate the existing route on the high line but will diverge at both approaches in order to improve grade and alignment. No soils studies have been made; however, routine investigation will be made. There are no drainage problems requiring special study. The need for an economic analysis is not anticipated.

The 1955 ADT is 200, the projected 1975 ADT is 400. This is a Class "E"-45 highway with a maximum grade of 6% and maximum curvature of 12°. The typical section is two 10-foot running lanes with 4-foot shoulders. Oiling or paving of this section is not anticipated at this time; however, a sufficient width of subgrade should be constructed to allow for future surfacing. Tentative base design by Ray Webber is: 8" of crushed base.

No surveys are available of the existing road and detailed figures are not available as to the rise and fall and curvature. An approximate comparison is as follows:

| | Existing Road | Proposed Line |
|---|---|---|
| Length | 1.15 | 1.00 |
| Number of Curves | 8 | 4 |
| Maximum Degree of Curve | 56 | 12 |
| Degree of Central Angle | 470 | 200 |
| Rise and Fall | 200 | 200 |

Deviation from the standards set forth for this class of highway in Section 10 of the Oregon State Highway Department Technical Bulletin No. 19, Revised, is not anticipated.

No access control is anticipated. No interchanges, railroad crossings, or stream crossings are involved.

No prospective sources of surfacing materials are involved as no surfacing work is involved in the present survey.

LOCATION PROSPECTUS, WINDY GAP SECTION, GALICE COUNTY ROAD, JOSEPHINE COUNTY

As this is a county road and will remain such, no special agreement with the County is necessary other than those involving the customary agreements for the construction of this section.

No State parks are involved on this section.

February 8, 1957

Attachment

cc
W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
F. D. Morgan
G. E. Roberts
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
P. M. Stephenson
C. G. Swenson
Ray Webber (2)

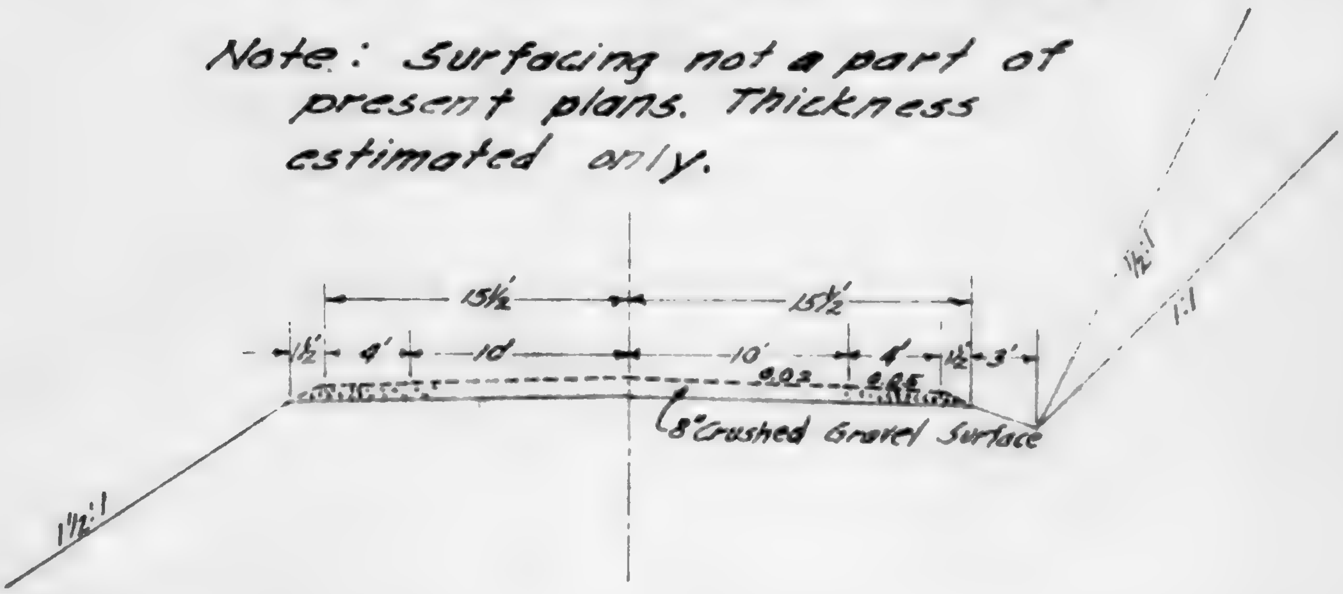
RECEIVED
FEB 11 1957
OFFICE OF
STATE HIGHWAY ENGINEER

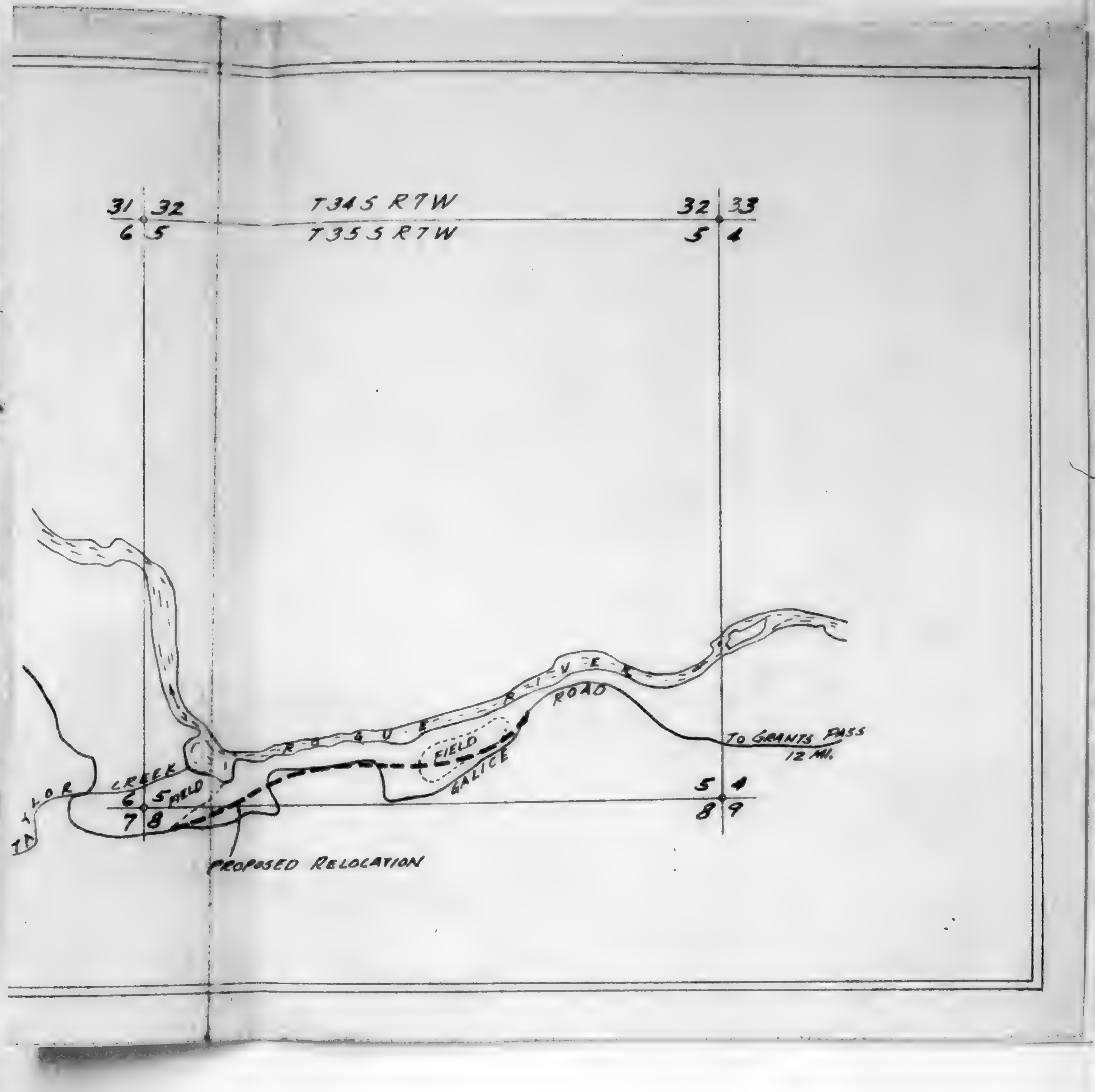
# SKETCH MAP
# WINDY GAP SECTION

Galice County Road – Josephine County
Scale 1" = Approx. 1100 ft.  G.E. Roberts Res Engr.

## TYPICAL SECTION

*Note: Surfacing not a part of present plans. Thickness estimated only.*


15½'
15½'
1½'
4'
10'
10'
0.03
4'
0.06
1½'
3'
8" Crushed Gravel Surface
1½:1
1½:1
1:1


31 32
6 5
T34S R7W
T35S R7W
32 33
5 4
ROGUE RIVER
ROAD
FIELD
GALICE
TO GRANTS PASS
12 MI.
TAYLOR CREEK
6 5 FIELD
7 8
5 4
8 9
PROPOSED RELOCATION

NOTED
Harold C. Ayers

December 18, 1956

Josephine County Court
Courthouse
Grants Pass, Oregon

Gentlemen:

On December 17 the Highway Commission approved the FAS project in Josephine County as shown in the attached tabulation. The project as described is believed to conform with your request. This work will be under the supervision of our division office at Roseburg.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:te
Att.

NOTED
J. . [illegible]N

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

fas 594

JOSEPHINE COUNTY
PROPOSED PROJECT

FAS 594 - Windy Gap Section, Approximately 1 Mile, $161,000. This section involves the rock bluff located approximately 1.25 miles west of the Hellgate Bridge. The project will extend as far as necessary to connect with the existing road on each end of the bluff.

The proposed project is to reconstruct the section of road which is presently located on a narrow side-hill cut around the Windy Gap rock bluff. The FAS project will be for grading and draining only to a width sufficient to permit a finished roadway 28' in width. The location and design of this project will have to be determined after a careful engineering study has been made as it is an extremely rough section consisting of a rock bluff approximately 200' high and extending to the Rogue River.

The $161,000 programed represents the presently estimated total FAS funds available to Josephine County during the present biennium and may be adjusted as final costs for previous projects become available. Josephine County will furnish additional funds as required.

The County Court should be consulted during the process of the survey.

12/7/56
(56-g)

F-191(16) Tillamook-Donaldson Cr. 1957
Illumination
#5063

A

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MAR . 1959
FOR FILING

191 (16)

5063

To: MEMO TO FILE

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1959

SUBJECT: Power Source Adjustment
Tillamook-Donaldson Creek Section
Wilson River Hwy.
Olson Road

Reference is made to a letter dated April 22, from Mr. F. B. Crandall, to Mr. Ivan Merchant treating with the above subject. This memorandum to file is to advise that Mr. Don Black, Illuminating Engineer, Pacific Power and Light Company, called the writer on Monday, March 23, and stated that his local Manager, Mr. Livingston, had advised the Portland Office that the Highway Department was disconnecting their service and connecting to the Tillamook PUD. Mr. Black's inquiry was as to why. I read to him in essence all of the letter of April 22, 1958, which recited the conditions leading up to the disconnect. This is to advise that this memorandum was written 24 hours later on Tuesday, March 24, and we had heard nothing further from Mr. Black, so presume the subject is closed, but felt that the file and others should know that this action has taken place and that there should be no billings after the 23rd or 24th of March for power from the Pacific Power and Light Company at this particular intersection.

Original Signed by
J. AL HEAD

J. Al. Head
Assistant Traffic Engineer

JAH:bb
cc: G. S. Paxson
I. A. DeFrance
C. H. Maison
W. O. Widdows

NOTED

RECEIVED
MAR 26 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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[illegible] 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 7, 1958

F-191 (16)

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 5063 | 2 Final | Trowbridge Electric Company | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 17695 | H219615 | $ 1,093.75 | 8-7-58 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion date: 100 workdays from Nov. 14, 1957

Time Extensions: None

Completion Date: June 17, 1958

Date Accepted: July 31, 1958

Penalties: None of record

Claims: None of record

Remarks:

---

Date: Aug. 7, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 7 1958
GRw

NOTED ON CARD
cm

RECEIVED
[illegible]
FOR FILMS

5063

July 29, 1958

**CERTIFIED MAIL**

St. Paul Fire & Marine Ins. Co.,
Pacific Department
200 Mills Bldg.,
San Francisco 6, California

Gentlemen:

State Highway contract #5063 for work performed on the Tillamook-Donaldson Creek Section of Wilson River Highway in Tillamook County was completed by the contractor, Trowbridge Electric Company, on June 17, 1958, but has not as yet been accepted by the Commission.

Final payment in the amount of $1,093.75 will be released to the contractor after acceptance by the Commission. The total contract amount is $8,765.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

de

cc: St. Paul Fire & Marine Ins. Co.,
Ken Bailey Ins. Agency
Pacific Bldg.,
Roseburg, Oregon

[illegible]

FORM E-20X—27,500—8-57—6984

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 22, 1958

SUBJECT: Power Source Relocation
Illumination
Tillamook-Donaldson Creek Section
Contract #5063

To:
Ivan Merchant
Bridge Engineer
BUILDING

Due to a misunderstanding in discussions held between representatives of this Division and the Pacific Power and Light Company in Tillamook, they made an electrical service connection on the above mentioned illumination project at the intersection of Olson Road. For the record I wish to advise that when this Division first became aware that there were two available sources of power (Pacific Power and Light Company and Tillamook PUD), decision was made to obtain service from the cheaper source. Our representative called the local manager of Pacific Power and Light Company and advised him that our initial contact requesting service from them would be nullified and we no longer desired it. However, notwithstanding this telephone communication, Pacific Power and Light Company had, either immediately preceding the call or shortly thereafter, proceeded with the connection and providing service.

One other bit of information for the record is that a state electrical crew had wired the scale house at this location and not knowing of any arrangements we were making, contacted and obtained power from the Tillamook PUD, which up to this time, did not serve this area. Thus, when we made the initial contact for power service on this electrical project, Pacific Power and Light Company was the only service at the Olson Road location.

Due to recent rules and regulations as set forth by the Department of Finance and Administration it now behooves us to discontinue obtaining power from the Pacific Power and Light Company and obtain a power service connection from the Tillamook PUD at this location. This then is in accord with our decision that we communicate with the Pacific Power and Light Company by telephone when we discovered that an electrical crew had requested the Tillamook PUD to bring service to the Olson Road location.

In order that this work may be accomplished it would be appreciated if your office or your Resident Engineer, Mr. George Danforth, could issue a State Force Order on Contract No. 5063 in the amount of $200 for a state electrical crew to disconnect the Pacific Power and Light Company service and connect this to the existing Tillamook PUD service connection at the scale house.

Again, for the record, we are presently paying $21.13 per month, total billing, to both companies, for power and under the plan to obtain all power from the Tillamook PUD we will pay a total of $15.62 per month--a saving of $5.51 per month which, after thirty-seven months, would mean that a saving would be realized by the State. In this first thirty-seven months period the monthly saving would be going to offset the $200 cost of the change-over.

ORIGINAL SIGNED BY F. B. CRANDALL
Traffic Engineer

F. B. Crandall
Traffic Engineer

JAH:dp
cc: G. S. Paxson
C. H. Maison
I. A. DeFrance
W. O. Widdows

RECEIVED
APR 23 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Contract 5063

Monthly Transaction No.
2-38

Project Report No.
6

Fo[illegible]R-2
(5[illegible]-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROJECT AGREEMENT

ate
Oregon

County
Tillamook

Project No.
F-191(16)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Tillamook to Donaldson Creek Section of the Wilson River Highway (SH-37).

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | | |
| Rights-of-Way | | |
| Construction | 9/18/57 | 0.6 |
| Other *(Specify)* | | |

FUNDS

Estimated total cost of project $ 9,625.00

Federal funds $ 5,900.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(title)

By M K Mc Iver
Member, State Highway Commission
(title)

By
Member, State Highway Commission
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
Division Engineer

Date executed by
Division Engineer February 17, 1958

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11169

# PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Tillamook-Donaldson Creek Section
Wilson River Highway
Tillamook County

NATURE OF WORK:

Illumination

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5063 5063 Trowbridge Electric Co. 10-31-57

DATE OF COMPLETION: 100 Workdays from 11-14-57

REMARKS:

Oregon State Highway Department

Federal Aid
Project No. F-191(16)

## TILLAMOOK-DONALDSON CREEK SECTION OF THE WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 31, 1957

Type Code X030
Illumination (Sta. 26+00 to Sta. 31+00) (Sta. 126+00 to Sta. 142+00)
(Sta. 220+00 to Sta. 229+00) (Contract No. 5063)

| | | | |
|---|---|---|---|
| Illumination | All Required | $ | $8,750.00 |
| | Subtotal | | $8,750.00 |
| | 10% Engr. & Cont. | | 875.00 |
| | Total | | $9,625.00 |

Length of Project - - - - - - - - - 0.568 Mile
Cost of Project Per Mile- - - - - $16,945.42

| | |
|---|---|
| Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - - | $5,900.00 |
| State Funds - - - - - - - - - - - - - - - - - - - - - - - - - - | 3,725.00 |
| | $9,625.00 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-191(16)

## TILLAMOOK-DONALDSON CREEK SECTION OF THE
## WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 16, 1957

Type Code Y030

Illumination (Sta. 26+00 to Sta. 31+00)(Sta. 126+00 to Sta. 142+00)
(Sta. 220+00 to Sta. 229+00)

| | | |
|---|---|---|
| Illumination | All Required | $10,500.00 |
| | Subtotal | $10,500.00 |
| | 10% Engr. & Cont. | 1,050.00 |
| | Total | $11,550.00 |

Length of Project 0.568 Mile
Cost of Roadway per Mile $20,334.50

| | |
|---|---|
| Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - | $ 7,100.00 |
| State Funds - - - - - - - - - - - - - - - - - - - - - - - - - | 4,450.00 |
| | $11,550.00 |

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JAN 23 1958
FORM E-30X—37,900—2-57—1477
FOR FILING

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
January 2, 1958

SUBJECT: Revision of Illumination Project
Tillamook-Donaldson Creek Section
Wilson River Highway

To P. M. Stephenson
Bridge Engineer
Office

A recent field inspection trip with Mr. George Danforth, Resident Engineer on the above mentioned project, revealed that recent rains have eroded the fill section on the northerly side of the Wilson River Highway at the intersection of the old and new alignments. The fill at this location has eroded so greatly that it is now felt that there would not be sufficient material to permit installation of concrete pole footings and underground cable runs. The fill material has been reduced to such an extent that if the installation was completed as originally planned it would be possible that both the footings and the cable runs would be unstable.

Because of this condition it will be necessary to revise our plans for illumination at this intersection and to use wood poles and overhead circuits. Then it will be possible to adjust the wood poles from time to time whenever the movement of the fill material so requires. Within a period of a year or two when the fill has become stable, State crews can return and make the permanent installation.

There is attached an estimate in the amount of $535 covering the temporary installation. Also attached is a second estimate in the amount of $520 covering the material and labor, which the contractor will not have to furnish for the temporary installation. The material which the contractor has ordered on the basis of the original plans should be accepted by the State and stored in the maintenance yard at Tillamook. It will then be available for permanent installation.

Will you please proceed with the necessary negotiations with the contractor for the preparation of a price agreement covering the changes in the work.

ORIGINAL SIGNED BY F. B. CRANDALL
Traffic Engineer

F. B. Crandall
Traffic Engineer

OTED

VPJ:kg
cc: G. S. Paxson
J. D. Walker
W. O. Widdows
John Bond
Attachments

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JAN 9 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1957
FOR FILING

November 4, 1957

Trowbridge Electric Co.
622 S. E. Jackson
Roseburg, Oregon

Gentlemen:

The State Highway Commission on October 31, 1957, awarded to you State Highway Contract No. 5063 for installation of illumination the Olsen Road Intersection and Old Wilson River Highway Intersection near Tillamook on Wilson River Highway in Tillamook County.

This award was based on your bid of $8,750.00 which was the low bid submitted to the Commission the third of October, 1957 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
P. M. Stephenson

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

September 18, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-191(16), Tillamook-Donaldson Creek Section (Illumination), on the Wilson River Highway.

This is to authorize your advertising for bids.

Very truly yours,

CGPolk
C. G. POLK
Division Engineer

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FOR FILING

F-191(16)

5003

September 9, 1957

Oregon State Highway Commission

Gentlemen:

The Highway Commission minutes covering the authorization of the construction of the Tillamook-[illegible] Section on the Wilson River Highway in Tillamook County do not specifically show authorization for the illumination of two traffic interchanges and of the undercrossing of the Southern Pacific railroad tracks. We intend to put this illumination in as a federal-aid project, which requires specific authorization. The estimated cost is [illegible] and it is recommended that the project be formally authorized.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. F. B. Crandall
Mr. C. H. Maison

GSP:gm fn

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

| | |
|---|---|
| **Location:** | **Approved:** |
| Highway: Wilson River Highway | Date: |
| Section: Tillamook Creek-Donaldson Section | Amount: |
| County: Tillamook | |

| | |
|---|---|
| Estimated Contract Amount | $10,500.00 |
| Anticipated Additional Items | |
| Estimated State Force Amount | |
| Engineering and Contingencies | 1,300.00 |
| Total | $11,800.00 |

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FOR FILING

FORM E-90X—37,800—3-57—1477

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
August 12, 1957

**SUBJECT:** Illumination Programming
Tillamook-Donaldson Creek Section
Wilson River Highway

**To:** J. W. Nash
Federal Aid Engineer
Office

NOTED
G. S. PAXSON

There are attached programming data for proposed illumination at three points on the Tillamook-Donaldson Creek Section of the Wilson River Highway. If possible it is planned to let this installation to contract at the September meeting of the State Highway Commission. Will you please care for the programming of this installation.

CRANDALL
Traffic Engineer

F. B. Crandall
Traffic Engineer

VPJ:kg
Attachments
cc: G. S. Paxson - Attachment

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1957
OFFICE OF
ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
August, 1957

## SUMMARY OF COSTS
## Intersection Illumination
## ORE6

| Location | Estimated Cost |
|---|---|
| 1. Divider end illumination<br>Illuminate each end of a guard rail divider | $ 1,000.00 |
| 2. Olson Road at ORE6<br>Illuminate channelizing islands | $ 5,500.00 |
| 3. Jct. of old and new ORE6 alignment<br>Illuminate channelizing islands | $ 5,500.00 |

I-62(12) Emigrant Hill-Deadmans 1957
Pass Sec. (Paving)
#5064

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[illegible] 0
FOR FILING

W. C Williams

A

NOTED
W. C. WILLIAMS

January 5, 1960

Emigrant Hill-Deadman's Pass
Contract No. 5064

J-62(14)

Item 5064

# FINAL COST ANALYSIS
Paving
Contractor: Rogers Construction Co.
Resident Engineer: John H. Walker

The Old Oregon Trail Hwy.
Prefix No. 30-1066

| | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| 1. General Excav., Unclass. | 11,699.4 | Cu. Yd. | 1.00 | 0.75 | 8,772.47 | 11,699.40 |
| * 2. Metal Guard Rail | 13,249 | Lin. Ft. | 2.80 | 2.71 | 35,996.20 | 37,097.20 |
| * 3. Metal Median Barrier | 13,214.25 | Lin. Ft. | 4.30 | 3.93 | 51,917.46 | 56,821.28 |
| * 4. Metal Sight Posts | 182 | Each | 3.50 | 2.27 | 413.59 | 637.00 |
| * 5. 4-Rail Metal Snow Fence | 10,192 | Lin. Ft. | 4.25 | 3.83 | 39,013.95 | 43,316.00 |
| ** 7. 3/4"-0 Material in Base | 15,426 | Cu. Yd. | 1.40 | 1.74 | 26,918.97 | 21,596.40 |
| 8. Sprinkling | 2,292.2 | M-Gal. | 3.00 | 2.90 | 6,647/42 | 6,876.60 |
| ** 9. Preparation of base | 3.06 | Mile | 500.00 | 505.00 | 1,545.30 | 1,530.00 |
| **10. 3/4"-0 Mat'l in Binder Crse. | 1,150 | Cu. Yd. | 2.40 | 2.42 | 2,790.13 | 2,760.00 |
| **11. MC-2 Asphalt in Binder | 193.04 | Ton | 48.00 | 48.05 | 9,276.63 | 9,304.32 |
| **12. Asph. Concrete Mix. | 25,001.02 | Ton | 3.35 | 3.13 | 78,381.62 | 83,753.42 |
| **13. 85-100 Asphalt in Mix. | 1,548.58 | Ton | 37.50 | 36.75 | 56,911.78 | 58,071.75 |
| **14. Furnish & Place Aggregates | 2,810 | Cu. Yd. | 3.00 | 2.53 | 7,108.75 | 8,430.00 |
| **15. 120-150 Asphalt | 191.43 | Ton | 46.00 | 45.32 | 8,676.76 | 8,805.78 |
| **16. RS-1 Asphalt | 5,909 | Ton | 50.00 | 48.06 | 2,840.29 | 2,954.50 |
| **17. Asph. Conc. Traffic Markers | 883.2 | Lin. Ft. | 1.00 | 1.01 | 892.03 | 883.20 |
| PA#1 Coarse Cr. Mat'l in Base | 78,686 | Cu. Yd. | 1.35 | 1.73 | 136,561.57 | 106,226.10 |
| PA#2 6" Perf. Metal Dr. Pipe | 60 | Lin. Ft. | 1.50 | 1.44 | 86.18 | 90.00 |
| PA#3 Remove & Reinstall existing Metal Fence | 33 | Rod | 7.00 | 5.51 | 181.90 | 231.00 |
| *PA#4 Paint & Reflectorized Metal Sight Posts | 180 | Each | 1.90 | 1.66 | 299.97 | 342.00 |

FINAL COST ANALYSIS - PAVING CONT'D
EMIGRANT HILL-DEADMAN'S PASS - CONTRACT NO. 5064

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| PA#5 Purchase excess 120-150 Asphalt | 9.16 | Ton | 34.20 | 35.74 | 327.38 | 313.27 |
| PA#6 Purchase excess materials: | | | | | | |
| Galv. 4-panel snow fence | 4,382 | Lin. Ft. | 3.00 | 3.03 | 13,277.46 | 13,146.00 |
| Steel beam guard rail (Ptd.) | 875 | Lin. Ft. | 1.30 | 1.31 | 1,148.87 | 1,137.50 |
| Guard rail end wings | 2 | Each | 4.00 | 4.04 | 8.08 | 8.00 |
| Treated guard rail posts | 36 | Each | 5.65 | 5.70 | 205.43 | 203.40 |
| Type B sight posts w/pegs | 43 | Each | 1.35 | 1.36 | 58.63 | 58.05 |
| PA#7 Drilling snow fence brace holes | 80 | Each | 1.00 | .79 | 63.00 | 80.00 |
| Remove snow fence panels | 40 | Each | 5.50 | 4.33 | 173.25 | 220.00 |
| Force Account (Preco land level equipment) | | | | | 181.25 | 208.44 |
| Force Account (State participation in flagging) | | | | | 484.48 | 484.48 |
| | | | | | 491,163.80 | 477,285.09 |

| | |
|---|---|
| Gross Revenue | $ 477,285.09 |
| Total Cost | 491,163.80 |
| Net Loss | $ 13,878.71 |

Net Loss equals 2.91% of Gross Revenue

* Collins Pipe and Concrete Co. (All)

** Russell Olson Construction Co. Inc.

## DETAIL OF COSTS - Contract No. 5064

| | | | | | |
|---|---|---|---|---|---|
| Labor: | | | | | |
| Labor and Supervision | | | | $ 58,498.59 | |
| Labor Insurance | | | | 4,887.56 | |
| Health and Welfare | | | | 1,692.39 | $ 65,078.54 |
| Equipment Rental and Misc. Supplies: | | | | | |
| Equipment Rental, Owned | | | | 59,079.70 | |
| Equipment Rental, Hired w/out operator | | | | 14,291.89 | |
| Equipment Rental, Hired fully operated | | | | 14,376.02 | |
| Gas, Oil, and Grease | | | | 8,451.07 | |
| Bond | | | | 2,513.33 | |
| Explosives and Drill Steel | | | | 6,630.24 | |
| Freight | | | | 508.42 | |
| Home Office and General Overhead | | | | 15,887.44 | |
| Insurance | | | | 11,359.14 | |
| Move In | | | | 4,256.06 | |
| Small Tools and Miscellaneous Supplies | | | | 3,120.03 | 140,473.34 |
| Materials: | | | | | |
| MC-2 Asphalt | 193.04 | Ton | @ $26.35 | 5,086.60 | |
| 85-100 Asphalt | 1,557.74 | Ton | @ $24.20 | 37,697.31 | |
| 120-150 Asphalt | 191.43 | Ton | @ $23.70 | 4,536.89 | |
| RS-1 Asphalt | 59.09 | Ton | @ $24.40 | 1,441.80 | |
| Freight on Asphalt | 2,001.30 | Ton | @ $10.50 | 21,013.58 | |
| 6" Perf. Metal Dr. Pipe | 60 | Lin. Ft. | @ $1.10 | 66.00 | |
| 6" Perf. Metal Dr. Bands | 3 | Each | @ $1.32 | 3.96 | 69,846.14 |
| Subcontractors: | | | | | |
| Collins Pipe and Concrete Co. | | | | 140,930.37 | |
| Russell Olson Construction Co. | | | | 74,835.41 | 215,765.78 |
| | | | | TOTAL COST | $ 491,163.80 |

## CRUSHING BREAKDOWN - Contract No. 5064

| | Quantity | Unit | Cost | Unit Cost |
|---|---|---|---|---|
| Move In | 118,080 | Cu. Yd. | 5,250.13 | 0.044 |
| Drill and Shoot | 118.080 | Cu. Yd. | 18,337.25 | 0.155 |
| Feed Crusher | 118,080 | Cu. Yd. | 32,811.00 | 0.277 |
| Crushing | 118,080 | Cu. Yd. | 63,429.98 | 0.537 |
| Total Cost of Crushing | 118,080 | Cu. Yd. | $ 119,828.36 | $ 1.014 |
| Haul to Road | 90,122 | Cu. Yd. | 50,420.81 | 0.559 |
| Place & Process Base & Level Course | 90,122 | Cu. Yd. | 14,531.83 | 0.161 |
| Total cost of Crushing, Hauling and Placing Base | 90,122 | Cu. Yd. | 156,271.48 | 1.73 |

The crushing plant operated 675 hours for an average of 174.9 cubic yards per working hour.

## Remarks - Contract No. 5064

This was a "Federal Aid Interstate Project" consisting of minor grading work involving 11,699.4 cubic yards of excavation; the construction of 3.06 miles of stone base and shoulders, involving 94,112 cubic yards of crushed materials; the construction of 3.06 miles of asphaltic concrete pavement, involving 25,001.02 tons of asphaltic concrete; the construction of 13,214.25 linear feet of metal median barrier; and the construction of 10,192 linear feet of metal snow fence on the Emigrant Hill-Deadman's Pass section of the Old Oregon Trail Highway in Umatilla County.

This project was bid October 3rd, awarded October 31, 1957, and completed November 26, 1958.

The subcontractor, Collins Pipe and Concrete Company, began work on this project April 28, 1958 with a crew of three men assembling snow fence panels. This work was suspended Monday, May 5th because of a labor strike against the A.G.C.

The prime contractor moved in a crew of two men with a 4-1/2" airtrac drill and a 900 cfm compressor and began drilling the quarry on May 28, 1958. The drill broke down the following week so drilling was delayed until June 16th.

A D-8 caterpillar dozer was moved in on the 9th. The dozer was used to prepare the crushing plant site and clean out ditches.

Drilling was resumed again Friday, June 13th. Half the quarry area was loaded and shot on Thursday, June 19th. The quarry shot good and was of good quality. Drilling the other half of the quarry was completed on Wednesday, July 2nd but was not loaded nor shot.

The contractor began moving in his crushing plant on June 30th, and began plant assembly the following week. The set up was not completed, however, because of a strike against A.G.C., by the Operating Engineers Union. During the following six weeks, the plant foreman and three powdermen worked on and set up the crusher in preparation for crushing when the strike was terminated.

Crushing of 1-1/2"-0 material started on a two 10-hour shift basis on August 26, 1958. An average of 180 cubic yards an hour was obtained at this time. The crushing, placing, and processing of coarse crushed base ran continuously, with the exception of one minor shut down, until completion October 1st. Change over to 3/4"-0 was made and the level course placed October 3rd. The binder was shot and placed from the quarry site to the west end of the project.

Remarks Cont'd. - Contract No. 5064

Collins Pipe and Concrete Company crew resumed operations on snow fence and quardrail September 11, 1958.

Russell Olson Construction Company began paving operations, using his 100 ton Barber-Green continuous mix plant, on October 6th. The placing of A.C. was done with a Barber-Green paver and hauling with six hired 10-cubic yard dump trucks. The base lift on the project was completed October 17th.

The crushing plant made A.C. aggregates during the paving time and used the last three days of crushing operations to crush oil aggregates for the Deaman's Pass-Meacham Project.

The paving operations were completed November 7th. The median barrier was completed the following week and the entire project completed and opened to traffic on Thursday, November 13, 1958.

This project shows a loss to the contractor and this could be attributed to several reasons; the strike stoppages; slow set up and repair of the crushing plant during the strike; and the delays caused by weather.

The delay in making the cost analysis on this project was caused by being unable to obtain the cost from the contractor, whose staff has been heavily loaded in work from the numerous projects in progress.

RECEIVED
JAN 1[illegible] 19[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
(date)

May 26, 1959

I-62(12)

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 5064 | Est. 7 Final | Rogers Construction Co. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 11985 | H245214 | $28,434.91 | 5/25/59 |

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 110 workdays from March 1, 1958

Time Extensions: None of record

Completion Date: November 26, 1958

Date Accepted: January 22, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: May 26, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:

MAY 26 1959

NOTED ON CARD
ic

RECEIVED
MAY 15 1959
FOR FILING

5064

May 15, 1959

The Fidelity & Casualty Company of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

State Highway contract #5064 for paving the Emigrant Hill-Deadmans Pass Section of the Old Oregon Trail in Umatilla County was completed November 26, 1958 by the contractor, Rogers Construction Company, and was formally accepted by the Highway Commission on January 22, 1959.

Final payment in the amount of $28,434.91 will be released to the contractor on or after May 25, 1959. The total contract amount is $477,285.09, of which amount $692.92 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Fidelity & Casualty Co. of NY.,
Pallett, Fisher & Carlo, Inc.,
US National Bank Bldg.,
Portland 4, Oregon

FORM E-30 50M 6-58 13046

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 30, 1958

SUBJECT: Emigrant Hill-Deadmans Pass
Old Oregon Trail Highway
Contract No. 5064

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I am submitting herewith Price Agreement #6 which covers the purchase of excess fencing and guard rail materials on the subject named job.

There was a considerable amount of the snow fence that was not installed as contemplated on the plans. This was primarily due to the fact that we could not obtain easements on adjacent Indian lands upon which to make an effective installation.

Attached hereto is a report from Resident Engineer Walker explaining in detail the reasons for this underrun.

The prices quoted on the Price Agreement are at invoice prices. It is therefore recommended that this Price Agreement be approved as submitted.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

RECEIVED
FEB - 6 1959
OFFICE OF
STATE HIGHWAY ENGINEER

2/6
Due to revised thinking
this is being resubmitted

Form E-1—10M

I- 6[illegible]
5[illegible]4

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 19, 1958

Section Emigrant Hill-Deadmans Pass
Kind of work Paving
Highway Old Oregon Trail County Umatilla
Section prefix 30-1066
Contractor Rogers Construction Co.
Contract number 5064
Date of contract October 31, 1957
Specified work days 110
Date work started April 28, 1958
Work days used 96
Project authorization . . . . . $ 548,460.00
Exclusive of engineering . . . . . $ 509,458.40
Per cent of time elapsed 87.3 %
Estimated cost of completed project, exclusive of engineering . . . . . $ 479,822.74
Estimated per cent ~~overrun or~~ underrun . . . . . 5.8 %
Per cent of contract completed, based on total contract price . . . . . 100 %
Engineering authorization . . . . $ 39,001.60
Engineering cost to date $ 29,814.93, 76.4 %
Date project was completed November 26, 1958

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate for this section was completed on Thursday of this week and submitted to the La Grande Division Office.

This will be the final report for this section unless there will be rechecking work to do.

CONSTRUCTION DIVISION
RECEIVED
DEC 22 1958
NOTED-- ☑ ☑ ☐ ☐ ☐
CE ACE ACE CDE

Noted
M. N. Juve

NOTED
[illegible] COOPER

NOTED
E. PAUL[illegible]

Signed Johnson Walker

Address Resident Engineer-Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  | 3.06 |  | 3.06 | 3.06 |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  | 3.06 |  | 3.06 | 3.06 |
| Total estimated quantities (contract) | 3,900 C.Y. | 85,000 CY |  | 234 Tons<br>2360 C.Y. | 26,100 Tons |
| Total quantities corrected to date | 11,699.4 CY | 94,112 CY |  | 250.52 Tons<br>2810 C.Y. | 25,001.02 Ton |
| Estimated quantities moved or placed to date | 11,699.4 CY | 94,112 CY |  | 250.52 Tons<br>2810 C.Y. | 25,001.02 Ton |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time | 0 | 0 |  | 0 | 0 |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ........., Power graders ........., Rollers ........., Mixers ........., Crushing or screening plants .........

Compressors ..........., Bulldozers ..........., Compaction rollers ..........., . . . . ..........., . . . . ..........., . . . . ...........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday |  |  |  |
| Monday | Cloudy-Fog |  |  |
| Tuesday | Cloudy |  |  |
| Wednesday | Fog |  |  |
| Thursday | Rain-cloudy |  |  |
| Friday | Cloudy-fog |  |  |
| Saturday |  |  |  |

RECEIVED
OCT 7 1958
FOR FILING

I-62(12)

October 7, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 which covers leveling of top course base with automatic leveling equipment on the Emigrant Hill-Deadmans Pass Section of the Old Oregon Trail Highway in Umatilla County, Contract No. 5064, in connection with Federal Aid Project No. I-62(12) I-80N-6(6)224.

This work is necessary to level the top course base prior to placing the bituminous binder course as anticipated in the contract as an "Extra Work Item".

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

DBP:mfh

RECEIVED
SEP 15 1958
FOR FILING
[illegible]
5064

September 11, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the Emigrant Hill-Deadman Pass Section of the Old Oregon Trail Highway in Umatilla County, Contract No. 5064, in connection with Federal Project No. I-80N-6(6)224.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Encl.

IBP:cr

RECEIVED
MAY 1 1958
FOR FILING

[illegible]

5064

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30, 1958

SUBJECT:

To:

Mr. A. F. Parson
~~Division Engineer~~
~~State Highway Department~~
~~La Grande, Oregon~~

The subcontract between Rogers Construction Company and Collins Concrete & Steel Company covering Items 2 to 5 inclusive on the Deadmans Pass Contract, No. 5064, Oregon I-62 (12) is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmh
Attachments
cc: Forrest Cooper
G. C. Polk (2)

Note: This is the first subcontract on this project amounting to $171,950 or 35.9%

RECEIVED
APR 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING
OREGON DISTRICT

I-2-12
08-35
5064

DEPARTMENT OF COMMERCE
**BUREAU OF PUBLIC ROADS**
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 14, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Emigrant Hill-Deadman Pass
Section, Old Oregon Trail Highway
Contract No. 5064
F.A. Project No. I-62(12)

Dear Sir:

We concur in your request allowing Rogers Construction Company to produce base rock on the 1 1/2"-0 specification at the bid price of $1.35 per cubic yard. It is not contemplated this change for quarry site crushing will produce "fines" beyond the desired limits and if such should occur, we would then ask that the contractor meet the specifications.

The new quarry site appears to have better rock available for crushing than the site chosen, now that grading operations are finished. Test holes do not always reflect the extent of soft strata as revealed by the grading face.

An inspection when the bottom base course is placed may reveal that less 3/4"-0 is required. However, at this time we believe the change in crushing size of quarry rock is the only change to be allowed.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

RECEIVED
APR 15 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

Copies to Edwards
Probert

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FOR FILING
08:35
5064

April 14, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project Federal Aid No. I-62(12),
Emigrant Hill-Deadman Pass Section of the
Old Oregon Trail Highway, State contract
No. 5064 - Order for State Force work —
Seeding and Mulching, Estimated total cost
$2,000 — Federal Funds $1,800

Dear Sir:

We are approving the use of State forces as being in the public interest under the provisions of PPM 21-6.2 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has specialized equipment and trained personnel to perform the work most economically.

3. The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Polk
Division Engineer

Original
to Mr. Brobert

RECEIVED
APR [illegible] 1958
FOR FILING

April 6, 1958

Mr. C. [illegible] Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 22-231 covering seeding and mulching on the Emigrant Hill–Deadman Pass Section of the Old Oregon Trail Highway in Umatilla County, Contract No. [illegible], in connection with Federal Aid Project No. I-82(12).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do the work. The State has the necessary special equipment operated by experienced crews to do the work more economically than by separate contract. No contractor in the area has the special equipment for mulching.

Your approval of this order at agreed unit prices is requested, under provisions of PPM 21-6.3.

The total estimated amount of the order is $[illegible],000 with Federal participation of $1,[illegible].

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encls.

RECEIVED
APR 7 1958
FOR FILING

I-62 (12)

5064

A

April 4, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Re: Emigrant Hill-Deadmans Pass Section
Old Oregon Trail Highway
Contract No. 5064
F.A. Project No. I-62 (12)

We have a request from Rogers Construction Company, contractor on the above project, for a change in size for the crushed rock bottom course base material from 2½" - 0, as specified in the special provisions, to 1½" - 0.

You will recall that our specifications allow latitude in which the contractor can crush--2½" - 0, 2" - 0, or 1½" - 0, at his option--when crushing gravels; however, such option was not allowed in crushed rock. Since the contract was let, this situation has been corrected so that the contractor can crush any of these sizes at his option.

It is believed that the furnishing of 1½" - 0 material will be advantageous to the State, inasmuch as the proportion of fines to coarse is greater. It is thought that this will reflect in the use of top course base as so much of the 3/4" - 0 material will not be necessary to key up the bottom course material. The proposal by the contractor contemplates the furnishing of this material at the same price bid for the 2½" - 0, which was at $1.35 per cubic yard. It is thought that on this particular job there is considerable advantage in the use of the smaller size material, and we, therefore, ask your concurrence in making this change.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. Tom Edwards
Mr. S. H. Probert

| | | |
|---|---|---|
| Monthly Transaction No.<br>2-54 | Form -2<br>(5-29-57) | te Oregon |
| | U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | County Umatilla |
| Project Report No.<br>6 | FEDERAL-AID PROJECT AGREEMENT | Project No. I-62(12) |

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

**Emigrant Hill-Deadmans Pass Section of the Old Oregon Trail Highway (US-30).**

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | 8/27/57 | (3.1) |
| Rights-of-Way | | |
| Construction | 9/18/57 | 3.1 |
| Other *(Specify)* | | |

FUNDS

| | |
|---|---|
| Estimated total cost of project<br>$ 541,122.00 | Federal funds<br>$ 499,800.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY COMMISSION**
(Official name of Highway Department)

By Chas H Reynolds
**Chairman, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C H Polk
Division Engineer

Date executed by
Division Engineer **February 17, 1958**

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11169

# PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Emigrant Hill - Deadmans Pass Section
Old Oregon Trail Highway
Umatilla County

NATURE OF WORK:

Paving

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5064 5064 Rogers Construction Co. 10-31-57

DATE OF COMPLETION: 110 workdays from 3-1-58

REMARKS:

Oregon State Highway Department

Federal Aid
Project No. I-62(12)

## EMIGRANT HILL-DEADMANS PASS SECTION OF THE OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices)

Salem, Oregon December 31, 1957

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 12,000.00 |

Type Code 6201
Roadway (Sta. 970+57.32 to Sta. 1132+40)(Contract No. 5064)

| | | | | |
|---|---|---|---|---|
| General Excavation, Unclassified | 3,900 | cu. yds. | $ 1.00 | $ 3,900.00 |
| Metal Guard Rail | 15,400 | lin. ft. | 2.80 | 43,120.00 |
| Metal Median Barrier | 14,000 | lin. ft. | 4.30 | 60,200.00 |
| Metal Sight Posts | 180 | only | 3.50 | 630.00 |
| 4-rail Metal Snow Fence | 16,000 | lin. ft. | 4.25 | 68,000.00 |
| Coarse Crushed Material in Base | 71,400 | cu. yds. | 1.35 | 96,390.00 |
| 3/4" - 0 Material in Base | 13,600 | cu. yds. | 1.40 | 19,040.00 |
| Sprinkling | 3,100 | M-gals. | 3.00 | 9,300.00 |
| Preparation of Base | 3.06 | miles | 500.00 | 1,530.00 |
| 3/4" - 0 Material in Binder Course | 1,150 | cu. yds. | 2.40 | 2,760.00 |
| MC-2 Asphalt in Binder Course | 180 | tons | 48.00 | 8,640.00 |
| Asphaltic Concrete Mixture | 26,100 | tons | 3.35 | 87,435.00 |
| 85-100 Asphalt in Mixture | 1,570 | tons | 37.50 | 58,875.00 |
| Furnishing and Placing Aggregates | 2,360 | cu. yds. | 3.00 | 7,080.00 |
| 120-150 Asphalt | 180 | tons | 46.00 | 8,280.00 |
| RS-1 Asphalt | 54 | tons | 50.00 | 2,700.00 |
| Asphaltic Concrete Traffic Markers | 640 | lin. ft. | 1.00 | 640.00 |
| | | | | $478,520.00 |
| Flagging (57½% of Contractor's Cost) | All Required | | | 500.00 |
| Seeding & Mulching | | | | 2,000.00 |
| | Subtotal | | | $481,020.00 |
| | 10% Engr. & Cont. | | | 48,102.00 |
| | Total | | | $529,122.00 |

Length of Roadway. . . . . . . . . . . . 3.065 mile
Cost of Roadway per mile . . . . . . . . $172,633.60

### SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 12,000.00 | $ 11,000.00 | $ 1,000.00 |
| Roadway | 529,122.00 | 488,800.00 | 40,322.00 |
| | $541,122.00 | $499,800.00 | $41,322.00 |

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939
State Funds for Maint.: Chap. 529, laws, 1939

Oregon State Highway Department

Federal Aid
Project No. I-62(12)

## EMIGRANT HILL-DEADMANS PASS SECTION OF THE OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon September 12, 1957

Type Code 6201
Roadway(Sta. 970+57.32 to Sta. 1132+40)

| | | | |
|---|---|---|---|
| General Excavation, Unclassified | 3,900 cu. yds. | $ 1.00 | $ 3,900.00 |
| Metal Guard Rail | 15,400 lin. ft. | 3.00 | 46,200.00 |
| Metal Median Barrier | 14,000 lin. ft. | 4.75 | 66,500.00 |
| Metal Sight Posts | 180 only | 3.00 | 540.00 |
| 4-rail Metal Snow Fence | 16,000 lin. ft. | 5.00 | 80,000.00 |
| Coarse Crushed Material in Base | 71,400 cu.yds. | 2.20 | 157,080.00 |
| 3/4" - 0 Material in Base | 13,600 cu. yds. | 2.45 | 33,320.00 |
| Sprinkling | 3,100 M-gals. | 3.50 | 10,850.00 |
| Preparation of Base | 3.06 miles | 400.00 | 1,224.00 |
| 3/4" - 0 Material in Binder Course | 1,150 cu. yds. | 3.75 | 4,312.50 |
| MC-2 Asphalt in Binder Course | 180 tons | 48.00 | 8,640.00 |
| Asphaltic Concrete Mixture | 26,100 tons | 3.85 | 100,485.00 |
| 85-100 Asphalt in Mixture | 1,570 tons | 38.00 | 59,660.00 |
| Furnishing and Placing Aggregates | 2,360 cu. yds. | 4.00 | 9,440.00 |
| 120-150 Asphalt | 180 tons | 50.00 | 9,000.00 |
| RS-1 Asphalt | 54 tons | 52.00 | 2,808.00 |
| Asphaltic Concrete Traffic Markers | 640 lin. ft. | 1.00 | 640.00 |
| | | | $594,599.50 |
| Flagging (57½% of Contractor's Cost) | All Required | | 500.00 |
| Seeding and Mulching | | | 2,000.00 |
| | Subtotal | | $597,099.50 |
| | 10% Engr. & Cont. | | 59,709.95 |
| | Total | | $656,809.45 |

Length of roadway - - - - - - - - - - - - - - - 3.065 mile
Cost of roadway per mile- - - - - - - - - - - - $214,293.45

### SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 12,000.00 | $ 11,000.00 | $ 1,000.00 |
| Roadway | 656,809.45 | 606,800.00 | 50,009.45 |
| | $668,809.45 | $617,800.00 | $51,009.45 |

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

September 18, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-62(12), Emigrant Hill-Deadmans Pass Section of The Old Oregon Trail Highway.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

Oregon State Highway Department

Federal Aid
Project No. I-62(12)

## EMIGRANT HILL-DEADMANS PASS SECTION OF THE OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specification. Not as a basis for project agreement.)

Salem, Oregon, September 23, 1957

Type Code 6201
Roadway (Sta. 970+57.32 to Sta. 1132+40)

| | | | | |
|---|---|---|---|---|
| General Excavation, Unclassified | 3,900 | cu. yds. | $1.00 | $ 3,900.00 |
| Metal Guard Rail | 15,400 | lin. ft. | 3.00 | 46,200.00 |
| Metal Median Barrier | 14,000 | lin. ft. | 4.75 | 66,500.00 |
| Metal Sight Posts | 180 | only | 3.00 | 540.00 |
| 4-Rail Metal Snow Fence | 16,000 | lin. ft. | 5.00 | 80,000.00 |
| Coarse Crushed Material in Base | 71,400 | cu. yds. | 1.85 | 132,090.00 |
| 3/4" - 0 Material in Base | 13,600 | cu. yds. | 2.00 | 27,200.00 |
| Sprinkling | 3,100 | M-gal. | 3.50 | 10,850.00 |
| Preparation of Base | 3.06 | miles | 400.00 | 1,224.00 |
| 3/4" - 0 Material in Binder Course | 1,150 | cu. yds. | 3.75 | 4,312.50 |
| MC-2 Asphalt in Binder Course | 180 | tons | 48.00 | 8,640.00 |
| Asphaltic Concrete Mixture | 26,100 | tons | 3.45 | 90,045.00 |
| 85-100 Asphalt in Mixture | 1,570 | tons | 38.00 | 59,660.00 |
| Furnishing and Placing Aggregates | 2,360 | cu. yds. | 4.00 | 9,440.00 |
| 120-150 Asphalt | 180 | tons | 50.00 | 9,000.00 |
| RS-1 Asphalt | 54 | tons | 52.00 | 2,808.00 |
| Asphaltic Concrete Traffic Markers | 640 | lin. ft. | 1.00 | 640.00 |
| | | | | $553,049.50 |
| Flagging (57½% of Contractor's Cost) | All Required | | | 500.00 |
| Seeding and Mulching | | | | 2,000.00 |
| | Subtotal | | | $555,549.50 |
| | 10% Engr. & Cont. | | | 55,554.95 |
| | Total | | | $611,104.45 |

Length of Roadway . . . . . 3.065 Miles
Cost of Roadway Per Mile. . $214,293.45

### SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 12,000.00 | $ 11,000.00 | $ 1,000.00 |
| Roadway | 611,104.45 | 564,500.00 | 46,604.45 |
| | $623,104.45 | $575,500.00 | $47,604.45 |

RECEIVED
FORM E-30 50M
JAN 16 1958

FOR FILING

F-29(12)

5064

*File*

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
January 15th, 1958

**SUBJECT:** Emigrant Hill-Deadmans Pass
Old Oregon Trail Highway
Contract #5064

**To:** Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Reference is made to Mr. Polk's letter of January 3rd in which he comments on the fact that the Bureau would not participate in the installation of a cattle guard under a state force order.

It was believed at the time of receiving the letter that we could have the contractor do the work on force account. However, we find that such is not the case as the work has already been done under the state force order, which was approved by your office.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY:AR

Copy to Prob[illegible]

NOTED
FORREST COOPER

RECEIVED
1957
FOR FILING
[illegible]
5064

November 4, 1957

Rogers Construction Co.
11760 N. E. Glisan St.
Portland, Oregon

Gentlemen:

The State Highway Commission on October 31, 1957, awarded to you State Highway Contract No. 5064 for paving on the Emigrant Hill-Deadmans Pass Section of the Old Oregon Trail Highway in Umatilla County.

This award was based on your bid of $478,520.00 which was the low bid submitted to the Commission the third of October, 1957 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

FORM E-123X - 50M 8-57

RECEIVE

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

J-62(12)

5064

October 30, 1957

Eastern Oregon Electric Cooperative Association
Riverside
Pendleton, Oregon

Re: Eastern Oregon Electric Co-op Ass'n.
Power Line Adjustment
Emigrant Hill-Deadmans Pass Section
Old Oregon Trail Highway
Umatilla County

Gentlemen:

Bids on the above-titled project will be received on October 31, 1957, and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction. This adjustment involves the moving of one pole located on the northerly side of the existing highway near Station 975+20.

This pole was placed on private property by an easement dated October 5, 1954, so that it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the rearrangement of your facilities, exclusive of any improvements in the value of your facilities not made necessary by the rearrangement thereof and with credit for proper salvage value derived from your existing facilities.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. John H. Walker, Resident Engineer, Box 459, Pendleton, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Walker.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. A. F. Parson
Mr. John H. Walker
Mr. R. L. Porter

NOTED
FORREST COOPER

RECEIVED
OCT 30 1957
OFFICE OF
STATE HIGHWAY ENGINEER

3-3421 State Police Office at 1957
Milwaukie
#5065

RECEIVED
1959
FOR FILING

files

OREGON STATE HIGHWAY DEPARTMENT
(date)

Feb. 11, 1959

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACT0R) |
| ~~5065~~ | 9 final | Lorentz Bruun Company |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) (DATE) |
| Rx 2618 | H 235814 | $1,560.21 2/11/59 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified completion date: 140 workdays from Nov. 14, 1957
Time Extensions: None
Completion Date: June 16, 1958
Date Accepted: July 31, 1958
Penalties: None of record
Claims: None of record
Remarks:

---

Date: Feb. 13, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

~~H. B. Glaisyer~~
~~Secretary~~
C. W. Head
C. W. Head
Ass't.Secretary

Warrant Mailed:

FEB 13 195

JC

NOTED ON CARD
em

RECEIVED
OCT 24 1958
FOR FILING

Oct. 23, 1958

**CERTIFIED MAIL**

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 5065, for State Police Office at Milwaukie, in Clackamas County, was completed by the contractor, Lorentz Bruun Company, on June 16, 1958, and was formally accepted by the Highway Commission on July 31, 1958.

Final payment in the amount of $1,560.21 will be released to the contractor on or after November 3, 1958. The total contract amount is $52,007.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Jewett, Barton, Leavy and Kern,
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
em

RECEIVED
1957
FOR FILING

3-24-61

5065

November 4, 1957

Lorents Bruun Company
3636 S. E. 20th Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on October 31, 1957 awarded to you State Highway Contract No. 5065 for a State Police Office Building at Milwaukie on S. E. McLoughlin Boulevard in Clackamas County.

This award was based on your bid of $51,727.00 which was the low bid submitted to the Commission on October 31, 1957, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
SEP 17 1957
FOR FILING

FORM E-30X—37,500—8-57—1477

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

23421

5565

Portland, Oregon
September 13, 1957

SUBJECT:

To: Mr. E. A. Collier
Maintenance Engineer
State Highway Department
Salem, Oregon

Attention: Mr. I. A. DeFrance

I am enclosing, herewith, print of the Beta Street connection to Pacific Highway East which comes into 99E just south of our Division Office property line. I am also enclosing tracing of this proposed Beta Street connection and I would like to have eight white prints from this tracing returned to me. This will also provide for any prints that you may wish to retain.

Mr. Broadwell and myself just met with Mr. Burdick, City Manager of Milwaukie and Mr. Marvin Runyan of Stevens & Thompson, engineers for the city on the Kellogg Park project. It appears that the cost of constructing a connection from Beta Street to 99E and also the connection to our parking lot for the proposed new State Police headquarters would amount to approximately $1,000. About half of this sum would be required for alterations to our parking lot, which would include closing the south connection and the opening of a 26 foot roadway as a continuation of the center line of Main Street. The additional cost of the Beta Street connection as far as the City of Milwaukie is concerned would amount to approximately $500, which would provide for curbs, the actual cost of building the connection to our paved parking lot, the installation of additional drainage--including the catch basin, and the construction of an island 32 feet east from the center line of 99E.

It is the city's desire to go ahead with the completion of the construction of Main Street and Beta Street and the cost would be materially less if a connection to the paved parking lot is constructed at this time.

I am enclosing Minor Betterment Work Order for the

NOTED
W. W. STIFFLER

necessary construction which would be born by ourselves. I strongly recommend approval of this Work Order as the work that we should do should be handled by state forces.

A. G. SKELTON,
Division Engineer

AGS/bd
encs.
cc: W. W. Stiffler ✓

RECEIVED
SEP 16 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 16 1957
FOR FILING

E 3421

5065

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 12th, 1957

SUBJECT:

To: F. B. Crandall
Traffic Engineer
State Highway Department
Salem, Oregon

I am enclosing herewith the layout you looked over on the ground yesterday for the connection of Beta Street to 99E for northbound traffic only, and also the proposed connection from Main Street to our paved parking lot which would also give us access to the proposed State Police Headquarters building, which is to be constructed on the east side of the parking lot.

This proposed construction has been discussed with Marvin Runyan of the engineering firm of Stevens and Thompson, who are handling the engineering on the development of the Kellogg Park. It is understood that the developers of this area would construct everything to our south property line. The connections from McLoughlin northbound and from Beta Street to McLoughlin northbound, I presume would be constructed in accordance with an understanding I believe we can reach with these people, so that the work would be fairly shared. You will note there is an 18 inch Redwood, which undoubtedly would have to be removed for this construction.

Will you see if approval can be given for this proposed construction. I believe you are fully familiar with what is planned.

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: W. W. Stiffler ✓
H. C. Broadwell

RECEIVED
SEP 13 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER

RECEIVED
MAY 29 1957
FOR FILING

Salem, Oregon
May 29, 1957

Portland Police Office Building

Mr. P. M. Stephenson
Bridge Engineer

Mr. George Miller, an engineer with the Pacific Telephone & Telegraph Company, called me today and asked to be kept advised of progress on the State Police Building in Portland so that conduit runs could be laid out and placed in the building. This would be particularly important if we use the concrete slab design without a basement. As soon as we have any plans, please contact him. His phone number is CA 6-8352; his mail address is 603 Lincoln Building, Portland.

Conferences should also be held with Captain Bown and a decision reached as to the telephone service that is required.

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. Carl Schneider
Mr. David Berger

6-3715 Sunset Bay Park Overnight 1957
Camping Area
#5066

RECEIVED
SEP 5 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 10, 1958

| | | | |
|---|---|---|---|
| C 3715 | | | |
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 5066 | 9 Final | Sig Andersson | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 20405 | H222329 | $1,625.55 | 9-10-58 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion date: 30 workdays from Mar. 1, 1958

Time Extensions: None

Completion Date: July 1, 1958

Date Accepted: July 31, 1958

Penalties: None of record

Claims: None of record

Remarks:

---

Date: Sept. 10, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
Floyd Query
By Floyd Query
Assistant Secretary

Warrant Mailed: SEP 1 0 1958
GRW

NOTED ON CARD
em

RECEIVED
AUG 28 1958
FOR FILING

6-3715

5066

Aug. 27, 1958

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5066, for Sunset Bay State Park Overnight Camping Area in Coos County was completed by the contractor, Sig Andersson, on July 1, 1958, and was formally accepted by the Highway Commission on July 31, 1958.

Final payment in the amount of $1,625.55 will be released to the contractor on or after Sept. 6, 1958. The total contract amount is $44,770.76, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
em

Form E-1—10M

6 3715

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 26, 19 58

Section Sunset Bay State Park

Kind of work Overnight Camping Area

Highway

County Coos

Section prefix 6-3715

Contractor Sig Andersson

Contract number 5066

Date of contract October 31, 1957

Specified work days 30

Date work started November 18, 19~~58~~ 57

Work days used 30

Project authorization . . . . . $ 57,394.13

Exclusive of engineering . . . . $ 53,312.77

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . . . . . . . $ 49,674.74

Estimated per cent ~~overrun~~ or underrun . . . . . . . . . . . . . . . . 7 %

Per cent of contract completed, based on total contract price . . . . . . . . . . . . . . . . 100 %

Engineering authorization . . . . $ 4,081.36

Engineering cost to date $ 3,689.47, 90.4 %

Date project was completed July 1, 19 58

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final estimate was completed Wednesday of this week and mailed to Division Office.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
JUL 28 1958
NOTED— ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

Noted
M. N. Juve

Signed Resident Engineer

Address Box 496, North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 0.59 | 0.59 |  |  |  |
| Miles partially completed | 0.59 | 0.59 |  |  |  |
| Miles completed | 0.59 | 0.59 |  |  |  |
| Total estimated quantities (contract) | 16,000 | 2,200 |  |  |  |
| Total quantities corrected to date | 13,135.8 | 2,019.5 |  |  |  |
| Estimated quantities moved or placed to date | 13,135.8 | 2,019.5 |  |  |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors ............, Bulldozers ............, Compaction rollers ............, . . . . ............, . . . . ............, . . . . ............

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair all week |  |  |
| Monday |  |  |  |
| Tuesday |  |  |  |
| Wednesday |  |  |  |
| Thursday |  |  |  |
| Friday |  |  |  |
| Saturday |  |  |  |

RECEIVED
1957
FOR FILING

C 3715

5

November 4, 1957

Sig Anderson
1371 Bayview Avenue
North Bend, Oregon

Gentlemen:

The State Highway Commission on October 31, 1957 awarded to you State Highway Contract No. 5066 for construction of camping areas and roadways at Sunset Bay State Park Overnight Camping Area about 12 miles southwest of North Bend in Coos County.

This award was based on your bid of $48,817 which was the low bid submitted to the Commission on October 31, 1957, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
C. H. Armstrong

9-3314 Tumalo State Park Facilities 1957

#5067

RECEIVED
APR 8 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

April 4, 1958

| | | | |
|---|---|---|---|
| (CONTRACT NO.) 9-3314 | (EST. NO.) | (CONTRACTOR) | |
| 5067 5067 | 4f | Fred J. Stubbert | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 6957 | H 208451 | $ 6,674.59 | April 3, 1958 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weisenhaus
ACCOUNTING DIVISION

---

Specified completion date: 80 workdays from Nov. 14, 1957

Time Extensions: None

Completion Date: Feb. 28, 1958

Date Accepted: Mar. 27, 1958

Penalties: None of record

Claims: None of record

Remarks:

---

Date: Apr. 4, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed APR - 4 1958
GKW

NOTED ON CARD
EM

RECEIVED
MAR 26 1958
FOR FILING

Mar. 26, 1958

CERTIFIED MAIL

The Aetna Casualty & Surety Co.
Portland Service Dept.
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5067 for Tumalo State Park Facilities in Deschutes County was completed by the contractor, Fred J. Stubbert, on Feb. 28, 1958, but has not as yet been accepted by the Commission.

Final payment in the amount of $6,674.59 will be released after acceptance by the Commission. The total contract amount is $19,847.26, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Ray D. Pollard Agency
21 11th Ave. W.
Eugene, Oregon

NOTED ON CARD
em

RECEIVED
1957

~~FOR~~ FILING
9-3314

5067

November 4, 1957

Fred J. Stubbert
1056 "J" Street
Springfield, Oregon

Gentlemen:

The State Highway Commission on October 31, 1957, awarded to you State Highway Contract No. 5067 for Tumalo State Park Facilities, constructing additional park facilities, 4.5 miles west of Bend on the old Sisters-Bend Highway in Deschutes County.

This award was based on your bid of $19,832.40 which was the low bid submitted to the Commission on October 31, 1957 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

je
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
C. H. Armstrong

10-1040 Anlauf Slice Correction 1957
Proj. on the Pacific Hwy.
#5068

Files

RECEIVED
SEP [illegible] 1958
FOR FILING

Salem, Oregon
September 17, 1958

Anlauf Slide Correction
Contract No. 5068

Mr. Gordon L. Spaulding
Resident Hwy. Engineer
Roseburg, Oregon

This is to advise you that at its meeting on September 11, 1958, the Highway Commission approved an increase of $1,950.00 in project authorization on Contract No. 5068, Anlauf Slide Correction, in Douglas County.

The new authorization is $17,058.75.

S. H. Probert
Office Engineer

CC: F. D. Morgan

DBP:lmw

RECEIVED
SEP 16 1958
FOR FILING

10-1043

(CONTRACT NO.)
3768

OREGON STATE HIGHWAY DEPARTMENT
(date)

September 12, 1958

(EST. NO.)

(CONTRACTOR)

5068
(VOUCHER NO.)

5 Final
(WARRANT NO.)

Silver Falls Trucking & Const. Co.
(AMOUNT)
(DATE)

20947

H222852

$ 639.15

9-12-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion date: **30 workdays from Nov. 12, 1957**

Time Extensions: **None**

Completion Date: **July 15, 1958**

Date Accepted: **July 31, 1958**

Penalties: **None of record**

Claims: **None of record**

Remarks:

---

Date: **Sept. 12, 1958**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 12 1958

NOTED ON CARD
em

RECEIVED

FOR FILING

5068

Sept. 2, 1958

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 5068 for Anlauf Slide Correction Project on the Pacific Highway in Douglas County was completed by the contractor, Silver Falls Trucking and Construction Company, on July 15, 1958, and was formally accepted by the Highway Commission on July 31, 1958.

Final payment in the amount of $639.15 will be released to the contractor on or after Sept. 12, 1958. The total contract amount is $12,677.55, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Bourland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

NOTED ON CARD

em

RECEIVED
SEP 2 - 1958
FOR FILING

August [illegible], [illegible]

Oregon State Highway Commission

Gentlemen:

The cost of the [illegible] Connection Project on the Pacific Highway, Contract No. [illegible], has exceeded its project authorization in the amount of [illegible], or [illegible] per cent.

The major portion of this overrun was occasioned by the necessity to provide adequate signing, illumination, and barricades to carry this job through a winter season. It was not anticipated that the job would have to be carried through a winter at the time the contract was let. The stretch-out in time by the contractor resulted in higher engineering costs, which were partially offset by collection of liquidated damages from the contractor in the amount of [illegible].

In view of the above, it is requested that you authorize an additional [illegible] for this project.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. S. H. Probert
Mr. C. H. Maison

LHY:JC hi

A

RECEIVED
SEP 16 1958
FOR FILING

10-1040

506

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
August 28, 1958

**SUBJECT:** Anlauf Slide Correction
Pacific Highway
Contract No. 5068

**To:** Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Delayed charges on the subject named job have caused a slight overrun of the allowable 10 per cent on the project. The total overrun of the project is $1,950, or 12.9 per cent.

This overrun has been occasioned primarily by a more elaborate signing, illumination, and barricade program to carry it over last winter. When the job was contracted it was not anticipated that it would have to be carried through a full winter. This has resulted in additional costs in the amount of $1,244.72. The engineering also overran $818 as a result of this stretch out in the job. We did collect $300 in liquidated damages from the contractor as a partial offset.

Submitted herewith is a Report on Expected Overrun of Project Authorization, giving all of the details. It is recommended that the Highway Commission be asked to authorize an additional $1,950 for this project. A rough draft of a letter to the Commission is attached for your consideration.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Attach.

NOTED
FORREST COOPER

RECEIVED
1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 17 1958
FOR FILING

Form No. 2-372—10M—7-55

OREGON STATE HIGHWAY DEPARTME

# Report on Expected Over-run of Project Authorization

Project Name Anlauf Slide Correction Date August 27, 1958
10-1040
Highway Pacific Contract No. 5068
County Douglas Kind of Work Slide Removal Contractor Silver Falls Trucking & Constr
Contract Amount 566 $12,680.00

Expected over-runs and under-runs in contract items:

| | Quantity | Unit Price | Amount | |
|---|---|---|---|---|
| Major items, itemized: | | | | |
| General Excavation, Unclassified | 541 | 0.55 | + 297.55 | |
| Minor items, unitemized algebraic total | | | 0 | |
| Subtotal | | | + 297.55 | $ + 297.55 |
| Approved work orders (Price, extra work and state force orders) | | | | $ 1,560.00 |

Expected over-runs and under-runs in work orders:

| | Amount | |
|---|---|---|
| Major items, itemized: | | |
| Signing, Illumination and Barricades | + 1,244.72 | |
| Repair and patch pavement | - 320.20 | |
| Minor items, unitemized algebraic total | | |
| Subtotal | + 974.22 | $ + 924.52 |
| Authorization for engineering | | $ 1,074.40 |
| Expected over-run or under-run of engineering authorization | | $ 818.37 |
| Costs not included above (explain) | | $ 0 |
| Allowance for future contingencies (——% of work remaining) | | $ 0 |
| Credits to come from transfers and deductions Liquidated Damages 10 days at $30.00 | | $ 300.00 |
| Present estimate of project cost | | $ 17,054.84 |

Brief Statement of principal causes of over-run:

Overrun in time necessitated additional engineering and continued use of lighting and Signing of detour.

**INSTRUCTIONS**

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

| | |
|---|---|
| Project authorization | $ 15,108.75 |
| Present estimate of project cost | $ 17,054.84 |
| Expected over-run (Amount) | $ 1,946.09 |
| Expected over-run (per cent) | 12.88 |

Space to right of this line is for use of Salem office.

Submitted by: Gordon L. Spaulding
Resident Engineer

Noted by: L. W. Young
Construction or Bridge Engineer

Confirmed by: F. D. Morgan
Division Engineer

Noted by:
Deputy or Assistant State Highway Engineer

State Printing 86719

Form E-1—10M—7-57

A

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

10-1040

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 18, 1958

Section Anlauf Slide Correction

Kind of work Slide Correction

Highway Pacific County Douglas

Section prefix 10-1040

Contractor Silver Falls Trucking & Construction Co.

Contract number 5068

Date of contract October 31, 1957

Specified work days 30

Date work started November 12, 1957

Work days used 40

Project authorization . . . . . $15,108.75

Exclusive of engineering . . . . $14,034.75

Per cent of time elapsed 133%

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . . . $14,804.08

Estimated per cent overrun or underrun . . . . . . . . . . . . 9.5%

Per cent of contract completed, based on total contract price . . . . . 99.9%

Engineering authorization . . . . $1074.40

Engineering cost to date $1838, 171%

Date project was completed July 15, 1958

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor performed all cleanup and has minor fence to complete before acceptance. This should be done over the weekend. Inspection will be made Monday.

This will be the last weekly report for the project.

CONSTRUCTION DIVISION
RECEIVED
JUL 21 1958
NOTED-- CE ACE ACE COE

Noted
M. N. Juve

Signed Gordon L. Spaulding
Gordon L. Spaulding, Res. Engr.
Address P. O. Box 551, Roseburg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 5146

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 0.11 |  |  |  |  |
| Miles partially completed | 0.11 |  |  |  |  |
| Miles completed | 0 |  |  |  |  |
| Total estimated quantities (contract) | 19,600 |  |  |  |  |
| Total quantities corrected to date | 19,300 |  |  |  |  |
| Estimated quantities moved or placed to date | 19,300 |  |  |  |  |
| Average daily quantities | 0 |  |  |  |  |
| Average daily quantities necessary to complete project on time | 0 |  |  |  |  |
| Number shifts per day | 1 |  |  |  |  |
| Hours per shift | 10 |  |  |  |  |
| Average force on project for week | 1 |  |  |  |  |

Men One laborer

Supervision One foreman

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers 1, Compaction rollers .........., . . . . . .........., . . . . . .........., . . . . . ..........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair |  |  |
| Monday | Fair |  |  |
| Tuesday | Fair |  |  |
| Wednesday | Fair |  |  |
| Thursday | Fair |  |  |
| Friday | Fair |  |  |
| Saturday |  |  |  |

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10 240

November 4, 1957

Silver Falls Trucking & Construction Company
407 Oak Street
Silverton, Oregon

Gentlemen:

The State Highway Commission on October 31, 1957, awarded to you State Highway Contract No. 5068 for the Anlauf slide correction project on the Pacific Highway, about 14 miles south of Cottage Grove in Douglas County.

This award was based on your bid for $12,680.00 which was the low bid submitted to the Commission on October 31, 1957 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

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FORM 230—50M—2-57—1476
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P

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 4, 1957

**SUBJECT:** Removal of slide at M.P. 158.3, Pacific Highway, 5 miles South of Anlauf

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

We have an item in the proposed 1958 State Construction Budget of $20,000 to remove a slide at M.P. 158.3 on the Pacific Highway, 5 miles South of Anlauf.

It is considered imperative that this slide be removed this fall, however, inasmuch as the slide will almost certainly close the highway this winter if not removed.

An 0.85 acre parcel of Right of Way is needed for the project and a description and statement of information is attached. We attach map, profile and crosssections, a book of notes, and proposed special provisions and specifications.

Mr. Morgan's estimate of cost is $24,980.

We recommend the Right of Way purchase be authorized and expedited and that the project be advertized at the next letting.

I. A. DeFrance
Assistant Maintenance Engineer

IAD:hl
Enclosures

APPROVED 10-4-57
W W Stiffler
Assistant State Highway Engineer

All data forw'd to Tom Edwards

NOTED
W. W. STIFFLER

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OREGON DISTRICT
10-1040
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→ file

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 24, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of September 19 requesting concurrence in programming the slope stabilization of the area between Stations 419 and 424, Anlauf-Elkhead Road Section of the Pacific Freeway as described in the attached plan and cross sections. Estimated cost is $30,000.

Since this improvement is primarily a maintenance project, not involving any increase in standards, it does not appear to be eligible for programming as an Interstate project.

If you wish to submit this request in accordance with established procedure, official action will be taken.

Very truly yours,

CG Polk
C. G. Polk
Division Engineer

Attachment

Copi and plan to [illegible]

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[illegible]

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SEP 24 1957
OFFICE OF
STATE HIGHWAY ENGINEER

September 19, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

We attach hereto plan and cross sections of an area from Station 419 to Station 424, Anlauf-Elkhead Road Section of the Pacific Freeway. This area is in need of slope stabilization to insure safe continued operation of the freeway. The area lies above a rock ledge and we find water conditions, not apparent at the time of design, which are in need of correction. The cost is estimated at $30,000.

We request your concurrence in programming this as a F.A.I. project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Attach.

cc Mr. W. C. Williams
Mr. Tom Edwards

TE:ar fn

I-138(10) Jumpoff Joe-Louse Cr. Sec. 1957
of the Pacific Hwy.
#5069 (Paving)

Contract 5069

| | | |
|---|---|---|
| Monthly transaction number<br>21-44 | For -2A<br>(5-31-57)<br>U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | [illegible]te<br>Oregon |
| Project report number<br>11 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Josephine |
| | | Project number<br>I-5-2(13)62 |

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The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **February 17**, 19**58**, is hereby modified as follows:

Revised estimated total cost of project $ **855,993.00**

Revised Federal funds $ **776,310.00**

Other revisions

**None**

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **14** day of **December**, 19**59**.

**OREGON STATE HIGHWAY DEPARTMENT**
(Official name of Highway Department)

By

**Deputy State Highway Engineer**
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

**C. G. Polk**
Division Engineer

**By:**
**R. C. Wright**
**Administrative Manager**

| | | |
|---|---|---|
| Monthly Transaction No.<br>2-52 | Fo 2<br>(5-28-57)<br>U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | Oregon |
| | | County<br>Josephine |
| Project Report No.<br>8 | FEDERAL-AID PROJECT AGREEMENT | Project No.<br>I-138(10) |

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

**Jumpoff Joe Creek-Louse Creek Section of FAI-1 (US-99).**

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | 9/12/57 | - |
| Rights-of-Way | | |
| Construction | 10/16/57 | 6.2 |
| Other *(Specify)* | | |

FUNDS

| | |
|---|---|
| Estimated total cost of project<br>$805,907.00 | Federal funds<br>$ 743,700.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY COMMISSION**
(Official name of Highway Department)

By Chas H Reynolds
**Chairman, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C H Polk
Division Engineer

Date executed by Division Engineer **February 17, 1958**

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11169

# PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Jump Off Creek - Louse Creek Section
Pacific Highway
Josephine County

NATURE OF WORK:

Paving

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5069 5069 Central Paving Co. 11-31-57

DATE OF COMPLETION: 140 workdays from 3-1-58

REMARKS:

Oregon State Highway Department

Federal Aid
Project No. I-138(10)

## JUMPOFF JOE CREEK-LOUSE CREEK SECTION
## OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 31, 1957

Type Code P.E.

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All Required | | | $16,000.00 |

Type Code 6201
Roadway (Sta. 726+00 to Sta. 1061+50)(Contract No. 5069)

| | | | | |
|---|---|---|---|---|
| General Excavation, Unclassified | 1,400 | cu. yds. | $1.00 | $ 1,400.00 |
| Concrete Catch Basins | 2 | only | 75.00 | 150.00 |
| 1½" Electrical Conduit | 660 | lin. ft. | 1.50 | 990.00 |
| Metal Guard Rail | 30,000 | lin. ft. | 2.33 | 69,900.00 |
| Metal Sight Posts | 300 | only | 2.25 | 675.00 |
| Coarse Crushed Material in Base | 150,000 | cu. yds. | 1.60 | 240,000.00 |
| 3/4" - 0 Material in Base | 25,000 | cu. yds. | 1.70 | 42,500.00 |
| Sprinkling | 6,500 | M-gal. | 1.50 | 9,750.00 |
| Preparation of Base | All | Required | | 2,500.00 |
| 3/4" - 0 Material in Binder Course | 2,200 | cu. yds. | 2.40 | 5,280.00 |
| RC-3 Asphalt | 350 | tons | 45.00 | 15,750.00 |
| Asphaltic Concrete Mixture | 52,600 | tons | 3.26 | 171,476.00 |
| 85-100 Asphalt in Mixture | 3,160 | tons | 36.30 | 114,708.00 |
| Furnishing and Placing Aggregates | 5,820 | cu. yds. | 2.95 | 17,169.00 |
| 120-150 Asphalt | 450 | tons | 42.00 | 18,900.00 |
| RS-1 Asphalt | 130 | tons | 45.00 | 5,850.00 |
| Asphaltic Concrete Traffic Markers | 800 | lin. ft. | 1.00 | 800.00 |
| | | | | $717,798.00 |
| Flagging (57½% of Contractor's Cost) | All | Required | | 300.00 |
| | Subtotal | | | $718,098.00 |
| | 10% Engr. & Cont. | | | 71,809.80 |
| | Total | | | $789,907.80 |

| | |
|---|---|
| Length of Roadway | 6.197 Miles |
| Length of 3 Structures | 0.092 Mile |
| Total Length | 6.289 Miles |
| Cost of Roadway per Mile | $127,466.16 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 16,000.00 | $ 14,000.00 | $ 2,000.00 |
| Roadway | 789,907.80 | 729,700.00 | 60,207.80 |
| | $805,907.80 | $743,700.00 | $62,207.80 |

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-138(10)

## JUMPOFF JOE CREEK-LOUSE CREEK SECTION OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon September 16, 1957

Type Code P. E.

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All Required | | | $16,000.00 |

Type Code 6201
Roadway (Sta. 726+00 to Sta. 1061+50)

| | | | | |
|---|---|---|---|---|
| General Excavation, Unclassified | 1,400 | cu. yds. | $ 1.50 | $ 2,100.00 |
| Concrete Catch Basins | 2 | only | 85.00 | 170.00 |
| 1½" Electrical Conduit | 660 | lin. ft. | 1.75 | 1,155.00 |
| Metal Guard Rail | 30,000 | lin. ft. | 3.00 | 90,000.00 |
| Metal Sight Posts | 300 | only | 3.00 | 900.00 |
| Coarse Crushed Material in Base | 150,000 | cu. yds. | 2.10 | 315,000.00 |
| 3/4" - 0 Material in Base | 25,000 | cu. yds. | 2.25 | 56,250.00 |
| Sprinkling | 6,500 | M-gals. | 3.00 | 19,500.00 |
| Preparation of Base | All | Required | | 3,500.00 |
| 3/4" - 0 Material in Binder Course | 2,200 | cu. yds. | 3.50 | 7,700.00 |
| RC-3 Asphalt | 350 | tons | 48.00 | 16,800.00 |
| Asphaltic Concrete Mixture | 52,600 | tons | 3.80 | 199,880.00 |
| 85-100 Asphalt in Mixture | 3,160 | tons | 38.00 | 120,080.00 |
| Furnishing and Placing Aggregates | 5,820 | cu. yds. | 3.75 | 21,825.00 |
| 120-150 Asphalt | 450 | tons | 48.00 | 21,600.00 |
| RS-1 Asphalt | 130 | tons | 50.00 | 6,500.00 |
| Asphaltic Concrete Traffic Markers | 800 | lin. ft. | 1.00 | 800.00 |
| | | | | $883,760.00 |
| Flagging (57½% of Contractors Cost) | All Required | | | 300.00 |
| | Subtotal | | | $884,060.00 |
| | 10% Engr. & Cont. | | | 88,406.00 |
| | Total | | | $972,466.00 |

Length of Roadway. . . . . . . . . . . . . 6.19~~6~~7 miles
Length of 3 Structures . . . . . . . . . . 0.092 miles
Total Length. . . . . . . . . . . . . . . 6.288 miles 6.289
Cost of Roadway per mile . . . . . . . . . $156,950.61

# SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 16,000.00 | $ 14,000.00 | $ 2,000.00 |
| Roadway | 972,446.00 | 898,400.00 | 74,046.00 |
| | $988,446.00 | $912,400.00 | $76,046.00 |

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1959
W. C. WILLIAMS

October 14, 1959

# FINAL COST ANALYSIS

Paving

Jumpoff Joe-Louse Creek
~~Contract No. 5069~~
I 138 (10)

Contractor: Central Paving Co.
Resident Engineer: Glen R. Roberts

Pacific Highway
Prefix No. 17-1033-201(41)

| Item 5069 | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| General Excav., Unclass. | 16,571.4 | Cu.Yd. | 1.00 | 0.58 | 9,637.23 | 16,571.40 |
| Concrete Catch Basins | 5 | Each | 75.00 | 75.00 | 375.00 | 375.00 |
| 1-1/2" Electrical Conduit | 605 | Lin.Ft. | 1.50 | 1.08 | 657.07 | 907.50 |
| *Metal Guard Rail | 27,978 | Lin.Ft. | 2.33 | 2.16 | 60,666.71 | 65,188.74 |
| *Metal Sight Posts | 335 | Each | 2.25 | 2.50 | 837.50 | 753.75 |
| **Coarse Cr.Mat'l in Base | 171,800 | Cu.Yd. | 1.60 | 1.70 | 293,056.14 | 274,880.00 |
| **3/4"-0 Mat'l in Base | 34,925 | Cu.Yd. | 1.70 | 1.88 | 65,671.87 | 59,372.50 |
| Sprinkling | 6,812 | M-Gal. | 1.50 | 1.04 | 7,111.67 | 10,218.00 |
| Preparation of Base | 100% | All | 2,500.00 | 4,348.01 | 4,348.01 | 2,500.00 |
| **3/4"-0 Mat'l in Binder | 2,454 | Cu.Yd. | 2.40 | 3.12 | 7,657.50 | 5,889.60 |
| RC-3 Asphalt | 325.69 | Ton | 45.00 | 41.44 | 13,498.08 | 14,656.05 |
| **Asph. Concrete Mixture | 49,755.01 | Ton | 3.26 | 2.76 | 137,378.41 | 162,201.33 |
| 85-100 Asphalt | 2,738.88 | Ton | 36.30 | 35.56 | 97,394.95 | 99,421.34 |
| **Furnish & Place Aggregate | 4,867 | Cu.Yd. | 2.95 | 2.37 | 11,534.87 | 14,357.65 |
| 120-150 Asphalt | 375.04 | Cu.Yd. | 42.00 | 38.11 | 14,295.95 | 15,751.68 |
| RS-1 Asphalt | 124.84 | Ton | 45.00 | 35.59 | 4,942.72 | 5,617.80 |
| **A.C. Traffic Markers | 1,270 | Lin.Ft. | 1.00 | 0.56 | 718.83 | 1,270.00 |
| PA#1 Drainage Excav., Unclass. | 1,249.6 | Cu.Yd. | 3.55 | 2.47 | 3,088.33 | 4,436.08 |
| PA#1 6"Perf.Metal Dr.Pipe, Uncoated | 3,596 | Lin.Ft. | 1.90 | 1.02 | 3,691.44 | 6,832.40 |
| PA#1 Sp.Backfill in Drains | 1,098.5 | Cu.Yd. | 5.50 | 3.50 | 3,853.75 | 6,041.75 |
| PA#2 Purchase Excess 1/4"-10 Oil Agg. in S.P. | 42.68 | Cu.Yd. | 1.25 | 1.326 | 56.59 | 53.35 |

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| PA#2 Purchase Excess 1/2"-1/4" Oil Agg. in S.P. | 800.62 | Cu.Yd. | 1.25 | 1.326 | 1,061.51 | 1,000.78 |
| PA#2 Purchase Excess 3/4"-1/2" Oil Agg. in S.P. | 221.05 | Cu.Yd. | 1.25 | 1.326 | 293.08 | 276.31 |
| PA#2 Purchase Excess 1-1/4"-3/4" Oil Agg. in S.P. | 1,168.01 | Cu.Yd. | 1.25 | 1.326 | 1,548.62 | 1,460.01 |
| PA#2 Purchase Excess 3/4"-0 Paving Agg. in S.P. | 2,423 | Cu.Yd. | 0.60 | 1.326 | 3,212.56 | 1,453.80 |
| PA#2 Purchase Excess 3/4"-1/4" Paving Agg. in S.P. | 269.53 | Cu.Yd. | 0.60 | 1.326 | 357.36 | 161.72 |
| Force Account | | | | | 5,895.53 | 6,646.48 |
| | | | | | $752,841.28 | $778,295.02 |

| | |
|---|---|
| Gross Revenue | $ 778,295.02 |
| Total Cost | 752,841.28 |
| Net Profit | $ 25,453.74 |

Net Profit equals 3.27% of Gross Revenue

** Work done all or in part by Arnold Johnson

* Work done all or in part by J.C. Denton & Sons

## DI AIL OF COST - Contract No. 50

| | | | | |
|---|---|---|---|---|
| **Labor:** | | | | |
| Labor | | | $ 171,794.15 | |
| Labor Insurance | | | 16,110.22 | |
| Health and Welfare | | | 7,414.88 | $ 195,319.25 |
| **Materials:** | | | | |
| Metal Guard Rail including Posts, Hardware & End Sections | 28,278 Lin. Ft. | @ $1.502 | 42,481.01 | |
| Metal Sight Posts | 335 Each | @ $1.25 | 418.75 | |
| RC-3 Asphalt | 325.69 Ton | @ $28.75 | 9,363.59 | |
| Freight & Asphalt | 325.69 Ton | @ $10.00 | 3,256.90 | |
| 85-100 Asphalt | 2,777 Ton | @ $25.576 | 71,025.24 | |
| Freight on 85-100 Asphalt | 2,777 Ton | @ $9.50 | 26,381.41 | |
| 120-150 Asphalt | 361 Ton | @ $26.40 | 9,530.78 | |
| Freight & demurrage on 120-150 Asphalt | 361 Ron | @ $10.33 | 3,728.29 | |
| RS-1 Asphalt | 124,84 Ton | @ $26.91 | 3,359.24 | |
| Freight & Demurrage | 124.84 Ton | @ $9.80 | 1,223.39 | |
| 6" Perf. Metal Dr. Pipe | 3,596 Lin. Ft. | @ $0.93 | 3,344.28 | |
| 6" Perf. Metal Bands | 71 Each | @ $1.16 | 82.36 | |
| 6" Wye | 1 Each | @ $11.36 | 11.36 | |
| 6" Elbows | 2 Each | @ $4.92 | 9.84 | |
| Quarry Rock | 36 Cu. Yd. | @ $0.75 | 27.00 | 174,243.44 |
| **Equipment Rentals and Miscellaneous Expenses:** | | | | |
| Equipment Rental (Owned) | | | 178,369.45 | |
| Equipment Rental (Hired) | | | 27,157.96 | |
| Gas, Oil, and Grease | | | 22,137.99 | |
| Bond | | | 3,071.19 | |
| P.H. and P.D. Insurance | | | 2,437.82 | |
| Powder Caps and Steel | | | 17,168.53 | |
| Heat Oil | | | 5,732.29 | |
| Freight on Heating Oil | | | 1,989.02 | |
| Move in Freight | | | 7,796.96 | |
| Small Tools | | | 1,750.88 | |
| Power Line Installation | | | 3,585.00 | |
| Electric Power | | | 8,343.59 | |
| P.U.C. Fees | | | 194.81 | |
| Home Office and General Overhead | | | 14,040.56 | 293,776.05 |
| **Subcontractors:** | | | | |
| J.C. Denton and Sons | | | 18,604.45 | |
| Arnold Johnson | | | 70,898.09 | 89,502.54 |
| | | TOTAL COST | | $ 752,841.28 |

## BREAKDOWN OF CRUSHING COSTS - Contract No. 5069

| | Quantity | Unit | Cost | Unit Cost |
|---|---|---|---|---|
| Move in and Set up | 257,259.49 | Cu.Yd. | 32,113.90 | 0.12 |
| Drill and Shoot | 257,259.49 | Cu.Yd. | 69,474.30 | 0.27 |
| Feed Crusher | 257,259.49 | Cu.Yd. | 112,704.90 | 0.44 |
| Crushing | 257,259.49 | Cu.Yd. | 101,588.62 | 0.39 |
| Stockpile and Plant | 257,259.49 | Cu.Yd. | 25,209.05 | 0.10 |
| | 257,259.49 | Cu.Yd. | $ 341,090.77 | $ 1.32 |

Crusher Operation:

| | |
|---|---|
| Total Hours | 1,961.0 |
| Down Time | 190.5 |
| Operating | 1,770.5 |

Average crusher per hour 145.303 Cubic Yards

# BREAKDOWN OF PAVING COST - Contract No. 5069

| | Quantity | Unit | Total Cost | Unit |
|---|---|---|---|---|
| Move in and Set up | 49,755.01 | Ton | 10,325.12 | 0.207 |
| Feed Plant | 49,755.01 | Ton | 3,985.81 | 0.080 |
| Mix | 49,755.01 | Ton | 26,224.55 | 0.537 |
| Heat Oil | 49,755.01 | Ton | 7,721.31 | 0.155 |
| Aggregate in Mixture | 49,755.01 | Ton | 50,765.43 | 1,020 |
| Haul to Street | 49,755.01 | Ton | 15,606.28 | 0.314 |
| Street Work | 49,755.01 | Ton | 22,749.91 | 0.457 |
| | 49,755.01 | Ton | $ 137,378.41 | $ 2.761 |
| Asphalt in Class "B" | 49,755.01 | Ton | 97,394.95 | 1.957 |
| Total Cost of Class "B" Asph. Concrete | 49,755.01 | Ton | 234,773.36 | 4.718 |

| | |
|---|---|
| Total Plant Time | 460 hours |
| Down Time | 67 hours |
| Plant Operating Time | 393 hours |

Average Production per hour 1,266.03 Tons

## Remarks - Contract No. 5069

This was a "Federal Aid Interstate Project" located on the Pacific Highway in Josephine County. The north end of the project was approximately 9.9 miles north of the north city limits of Grants Pass. The south end of the project was about 3.6 miles north of the north city limits of Grants Pass. The overall length of the project was 6.29 miles.

The work to be done consisted of the construction of 6.20 miles of stone base; the construction of 6.20 miles of asphaltic concrete pavement; and the performance of such additional and incidental work as was called for by the specifications and plans.

The project was bid by the Central Paving Company of Independence, Oregon on October 31, 1957 and was awarded to them on that date.

The contractor began work on November 12, 1957 and completed the project on March 27, 1959. The final estimate was dated September 3, 1959.

On November 12, 1957, the contractor moved to the project and began building a haul road to the state controlled quarry located on the easterly side of and about 0.4 mile from the highway at Station 929+50. While building the haul road he cleaned the loose material from the face of the quarry preparative to drilling.

On November 14, 1957, the contractor began drilling the quarry, using a 600 c.f.m. compressor and wagon drill. One November 7, 1957, he shot the quarry for the first time. The rock broke large. As the quarry was opened up the drilling and shooting became very inefficient due to seams in the rock which caused the rock to break large, necessitating secondary shooting. Large clay deposits were encountered in and above the quarry.

On December 16, 1957, the contractor began setting up his 3 crusher crushing plant adjacent to the quarry. This work was completed on January 30, 1958 and the crushing began the next day. The crushing progressed slowly due to the primary jaw not being able to handle the large rock and the screens being plugged much of the time with clay.

On February 12, 1959, the contractor stopped the crushing and reassembled his crushing plant installing a larger jaw crusher ahead of his primary jaw crusher. He resumed operation on April 3, 1958. The production of the base rock became satisfactory. He completed the crushing on the base material on July 16, 1958.

On July 17, 1958, the operation was shut down by a strike. Work was resumed on August 13, 1958 crushing paving and oil aggregates. All crushing was completed on November 17, 1958.

Remarks Cont'd - Contract No. 5069

In the quarry the contractor used a 600 c.f.m. compressor and wagon drill to drill the rock; a 105 compressor and jackhammer to plug some of the oversize rock for shooting; a 3/4 cubic yard shovel with dragline attachment and headache ball to break the oversize rock not shot. A D-8 caterpillar tractor and bulldozer was used to strip the quarry and push the clay material from the pit. The plant was fed with two 1-1/2 cubic yard shovels and three turnabpull rock wagons.

On March 18, 1958, he began reshaping the subgrade. In this work he used a #12 motor grader. As soon as he had a portion of the grade ready for base rock he began hauling the base material. In this work he used a D-8 dozer to push the crushed rock to the tunnel from which the bunkers were filled by conveyor belt, three 24 cubic yard truck trains hauled the rock to the road, a #12 blade spread the crushed rock, and a 3-leg roller compacted it. This operation, although delayed by the strike, progressed satisfactorily and was completed October 9, 1958.

On August 20, 1958, the contractor began setting up his 6000 lb. batch asphaltic concrete mixing plant. The set up was completed on August 28, 1958.

On August 28th amd 29th, the contractor shot the binder course on that portion of the highway base that was ready. He began paving on September 3, 1958. In this work he used a Barber-Green paver and a Cedarapids paver to lay, six to ten hired trucks hauling to the paving machines, two 3-leg rollers to compact, and two tandum rollers finishing. Progress on this work was good and the paving was completed on October 29, 1958.

As soon as possible after completing the paving on a section of highway, the contractor began shaping and oiling the shoulders. This work was complete on November 12, 1958.

While completing the shoulder oiling the contractor placed the traffic markers. This work was completed on November 13, 1958.

The subcontractor on guard rail began installing guard rail on October 14, 1958 using a crew of five men, a truck mounted auger, and a flat bed truck. He completed the installing of the guard rail and sight posts throughout the project on December 3, 1958. The painting of the rail was started on December 2, 1958. This work was not completed until March 20, 1959 due to indecent weather. The final clean up was complete on March 27, 1959.

Although the bid prices on the coarse crushed base rock, the 3/4"-0 material in base, were low and the crushing costs were higher than anticipated, the contractor, by having good equipment, good supervision, and by obtaining good production, made a small profit.

M.N. Juve
Chief Cost Analysis

By F.W. Sugnet

FORM E-123-X 80M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
[illegible] 1959
FOR FILING

I-138(10)

5069

October 12, 1959

Mr. George T. Lindahl
Vice President
Central Paving Company
Post Office Box 38
Independence, Oregon

Jumpoff Joe-Louse Creek
Pacific Highway
Contract No. 5069

Dear Sir:

Your letter of September 29, 1959 to Resident Engineer Roberts pertaining to a claim for interest on retained percentage has been referred to this office.

In this connection, I wish to point out that on February 19 you directed a letter to the Highway Department requesting a reduction in percentage from 7½ to 3 per cent. This request was acted on affirmatively and you received payment on this basis March 9, 1959. I wish to call your attention to the fact that reduction of retained percentage is a discretionary matter and not mandatory.

With regard to your claim for interest on the final voucher, I refer you to the last paragraph, Page 4 of the Additional Special Provisions, issue of August 1, 1955, as the same were part of your contract. Under this provision, payment would be in violation of the terms of the contract.

In view of the foregoing, your claim for interest as set forth in your letter of September 29 must be rejected.

Very truly yours,

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

cc Forrest Cooper
L. I. Lindas
R. L. Porter

NOTED
FORREST COOPER

RECEIVED
[illegible] 1959
[illegible]

A

RECEIVED
OCT 12 1959
FOR FILING

I 138(10)

5069

Salem, Oregon
October 9, 1959

Jumpoff Joe Cr.-Louse Cr. Sec.
Pacific Highway
Josephine County
Contract 5069 Proj. I-138(10)

Mr. L. H. Young
Asst. Construction Engineer
OFFICE

Reference is made to the claim of Central Paving Co., contractors on the above job, for interest on payments that were made to them.

The claim for interest on the amount of the reduction of retained percentage is, so far as the record is concerned, without foundation. The file indicates that the contractor requested the percentage be reduced from 7.5% to 5% on February 19, 1959 and that payment on this item was made on March 9, 1959. Also the reduction of the retainage below 7.5% is discretionary with the engineer and the highway department is without authority to make payment for such a claim.

The claim for interest payment on the amount of the final voucher would be in violation of the terms of the contract, see page 4, last paragraph of the additional special provisions dated August 1, 1955.

Our Legal Department through George Rohde reviewed this matter with me and concurs in the recommendation that the claim be denied.

R. L. Porter
Office Engineer

RLP:bb

cc: Forrest Cooper
L. I. Lindas
F. D. Morgan

RECEIVED

FORM E-30X—50M—2-59—18190

5069

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1959

SUBJECT: Jumpoff Joe-Louse Creek
Pacific Highway
Contract No. 5069

To: Mr. R. L. Porter
Office Engineer
Office

I forward herewith a copy of a claim from the Central Paving Company, contractors on the subject named job. The claim is for interest on retained percentage.

I find that on February 20, 1959, this office requested by letter that the retained percentage on this contract be reduced to 3 per cent. There was considerable delay between the completion of this job and the time the semi-final was submitted to you due to the press of work on the field engineering party.

Will you please investigate into the matter brought up by the contractor and determine what course of action should be followed. It appears that final answer to the contractor should probably be made by our Legal Department.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp
Enc.
cc Forrest Cooper
Leonard I. Lindas
F. D. Morgan

NOTED
FORREST COOPER

RECEIVED
[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

September 23, 1959

| | | | |
|---|---|---|---|
| I-122 | | | |
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| ~~5069~~ | 14 Final | Central Paving Co. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 22927 | 50167 | $ 23,566.84 | 9/21/59 |

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapewske
ACCOUNTING DIVISION

---

Specified completion date: 140 workdays from March 1, 1958

Time Extensions: None of record

Completion Date: March 27, 1959

Date Accepted: July 2, 1959

Penalties: None of record

Claims: 1 claim of Oregon Blasting Co.,Inc., which has been released as of letter from Sec. of State dated 6/8/59.

Remarks:

---

Date: September 23, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: [illegible]

NOTED ON CARD
EC

RECEIVED
SEP 14 1959
FOR FILING

[illegible]

5.6/

A

September 10, 1959

United Pacific Insurance Co.,
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5069 for paving the Jumpoff Joe Creek-Louse Creek Section of Pacific Highway in Josephine County was completed by the contractor, Central Paving Company, on March 27, 1959, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $23,566.84 will be released to the contractor on or after September 21, 1959. The total contract amount is $778,295.02, of which amount $6,646.48 represents force account items.

The Oregon Blasting Co., Inc., claim filed against this contract has been released, of which you were previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
JUN 17 1959

FOR FILING
[illegible]

5069

June 15, 1959

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

We have received a letter from the Secretary of State's office, dated June 8, 1959, releasing a claim in the amount of $906.00 which had been filed with the Secretary of State by the Oregon Blasting Co., Inc., for rental on equipment, supplies, and materials furnished to Central Paving Company for paving the Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway in Josephine County, our Contract No. 5069.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Victor S. Risley Co.
223 Board of Trade Building
Portland 4, Oregon

Central Paving Co.
P. O. Box 38
Independence, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

NOTED ON CARD
dc

6-5-59

TO STATE HIGHWAY COMMISSION, SALEM, OREGON

RE: Secretary of State's File
No. 3646

RELEASE OF CLAIM

STATE OF OREGON )
) ss.
COUNTY OF MULTNOMAH )

I, Leroy B. Skousen, being first duly sworn on my oath depose and say:

That I am the Secretary of Oregon Blasting Co., Inc., and that said corporation hereby releases its claim for rental of equipment, supplies and materials, and for labor furnished by Oregon Blasting Co., Inc. in the sum of Nine Hundred and Six Dollars for the prosecution of the work provided in contract No. 5069 against the bond taken from Central Paving Company of Independence, Oregon, as principal, and the United Pacific Insurance Co. as surety.

Leroy B. Skousen

Leroy B. Skousen, Secretary
OREGON BLASTING CO., INC.

Subscribed and sworn to before me this 5th day of June, 1959.

Notary Public for Oregon
My Commission Expires: May 1, 1961

RECEIVED
JUN 5 - 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

A

RECEIVED
APR 30 1959
FOR FILING

I-128.10)

5069

April 28, 1959

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wa.

Gentlemen:

Attached is a copy of a claim in the amount of $966.00 which has been filed with the Secretary of State by Oregon Blasting Co., Inc., Portland, for rental of equipment, supplies and materials and labor furnished to Central Paving Co. This appears to be our Contract 5069 with Central Paving Co. for paving the Jumpoff Joe Creek - Louse Creek Section of the Pacific Highway in Josephine County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:

Victor S. Risley Co.
223 Board of Trade Building
Portland 4, Oregon

Central Paving Co.
P. O. Box 38
Independence, Oregon

NOTED ON CARD
L.C.

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

TO STATE HIGHWAY COMMISSION, SALEM, OREGON:

Notice is hereby given that the undersigned, Oregon Blasting Co., Inc., an Oregon corporation, has a claim for rental of equipment, supplies, materials, and for labor furnished by Oregon Blasting Co., Inc., an Oregon corporation, with offices at 10611 S. E. Holgate Boulevard, Portland, Oregon, in the sum of $906 against the bond taken from Central Paving Company of Independence, Oregon, as principal, and the United Pacific Insurance Co. through Victor Risley Co., 223 Board of Trade Building, Portland 4, Oregon, as surety, for the work of paving the Jumpoff Joe Creek - Louse Creek project in Josephine County, contract NO. 5069.

The above equipment, supplies, materials, and labor were furnished between October 20, 1958, and October 31, 1958.

OREGON BLASTING CO., INC.

By John A. Sundwall Pres

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

April 24, 1959

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from, Leroy B. Skousen, Attorney at Law, Failing Building, Portland 4, Oregon, and filed as of this date, a notice of claim by Oregon Blasting Co., Inc., 10611 S. E. Holgate Boulevard, Portland, Oregon, for rental of equipment, supplies, materials and for labor furnished by same in the amount of $906.00 against the bond taken from Central Paving Company of Independence, Oregon, as principal, and the United Pacific Insurance Co., through Victor Risely, Co., 223 Board of Trade Building, Portland 4, Oregon, surety, for the work of paving the Jumpoff Joe Creek-Louse Creek project in Josephine County. State Highway Contract No. 5069.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By
Jack F. Thompson
Jack F. Thompson
Director of Elections

GS:FK
Enc.

RECEIVED
APR 28 1959

TO STATE HIGHWAY COMMISSION, SALEM, OREGON:

Notice is hereby given that the undersigned, Oregon Blasting Co., Inc., an Oregon corporation, has a claim for rental of equipment, supplies, materials, and for labor furnished by Oregon Blasting Co., Inc., an Oregon corporation, with offices at 10611 S. E. Holgate Boulevard, Portland, Oregon, in the sum of $906 against the bond taken from Central Paving Company of Independence, Oregon, as principal, and the United Pacific Insurance Co. through Victor Risley Co., 823 Board of Trade Building, Portland 4, Oregon, as surety, for the work of paving the Jumpoff Joe Creek - Louse Creek project in Josephine County, contract NO. 5069.

The above equipment, supplies, materials, and labor were furnished between October 20, 1958, and October 31, 1958.

File # 3646

FILED
APR 24 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

OREGON BLASTING CO., INC.

By John A. Sundwall

RECEIVED
APR 24 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

Form E-1-

A

OREGON STATE HIGHWAY DEPARTMENT

I-138(10)

5069

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 28, 1959

Section Jumpoff Joe Creek - Louse Creek

Kind of work Paving

Highway Pacific County Josephine

Section prefix 17 - 1033

Contractor Central Paving Co.

Contract number 5069

Date of contract October 31, 1957

Specified work days 140

Date work started November 12, 1957

Work days used 134

Project authorization $ 811,797.75

Exclusive of engineering $ 754,069.91

Per cent of time elapsed 95.71 %

Estimated cost of completed project, exclusive of engineering $ 777,394.71

Estimated per cent overrun [illegible] 3.27 %

Per cent of contract completed, based on total contract price 99.87 %

Engineering authorization $ 57,727.84

Engineering cost to date $ 61,024.00, 105.7 %

Date project was completed March 27, 1959

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor delayed this week on cleanup due to weather.

CONSTRUCTION DIVISION
RECEIVED
MAR 30 1959
NOTED-- CE ACE ACE COE

Signed E. Roberts

Address P.O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  | 6.20 |  | 6.20 | 6.20 |
| Miles partially completed |  | None |  | None | None |
| Miles completed |  | 6.20 |  | 6.20 | 6.20 |
| Total estimated quantities (contract) |  | 175.000 |  | 8020 Cu. Yds.<br>800 T. Oil | 52.600 |
| Total quantities corrected to date |  | 206,140 |  | 7843 Cu. Yds.<br>824 T. Oil | 49.770 |
| Estimated quantities moved or placed to date |  | 206,140 |  | 7843 Cu. Yds.<br>824 T. Oil | 49.770 |
| Average daily quantities Past Week |  | None |  | None | None |
| Average daily quantities necessary to complete project on time |  | None |  | None | None |
| Number shifts per day |  | —— |  | —— | —— |
| Hours per shift |  | —— |  | —— | —— |
| Average force on project for week |  | —— |  | —— | —— |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers .........., Compaction rollers .........., . . . . .........., . . . . .........., . . . . ..........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Showers |  |  |
| Monday | Showers |  |  |
| Tuesday | Fair |  |  |
| Wednesday | Rain |  |  |
| Thursday | Showers |  |  |
| Friday | Cloudy |  |  |
| Saturday |  |  |  |

RECEIVED
MAR 12 1959
FOR FILING

March 11, 1959

Mr. Alvin L. Andrews
Attorney at Law
Failing Building
Portland 4, Oregon

Dear Sir:

We have your communication of March 9 requesting certain information pertaining to a State Highway contract with Central Paving Company in the Grants Pass area. In examining our records, this appears to be our Contract No. 5069 with Central Paving Company, prime contractor, for paving the Jumpoff Joe Creek-Louse Creek project in Josephine County.

The bond is for $717,798.00. The surety is the United Pacific Insurance Co., their agent, Victor S. Risley Co., 223 Board of Trade Building, Portland 4, Oregon.

This project was awarded October 31, 1957. Our Construction Division informs us that this contract is almost complete, the only work remaining is painting of some guardrail.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

**LEROY B. SKOUSEN**
**ATTORNEY AT LAW**
**FAILING BUILDING**
**PORTLAND 4, OREGON**
~~CAPITOL 7-3545~~

SHERMAN W. HOLMES
ALVIN L. ANDREWS
CAPITOL 8-7431

March 9, 1959

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

RE: Central Paving Company

Dear Mr. Query:

This office represents the interests of Oregon Blasting Corporation with respect to work performed and materials furnished to the Central Paving Company of Independence, Oregon and with the performance of certain work in the Grants Pass, Oregon area.

Oregon Blasting Company furnished the above between the dates of October 26 and October 31, 1958. Please advise if a contract and bond were executed by the Central Paving Company with the State of Oregon for the work involved. If so, kindly advise as to the contract number and sufficient identifying matter in order to permit us to file a notice of claim with the Secretary of State as per the statutory requirements.

In addition, if the contract has been completed and accepted we shall appreciate your advisement as to the date.

Thank you very much for your early attention and advisement concerning the above.

Very truly yours,

Alvin L. Andrews
ALVIN L. ANDREWS

ALA/dt

RECEIVED
[illegible]

Cec,
please reply
FQ

A

RECEIVED
NOV 5 - 1958
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
I-138(10)
When replying, refer to:
08-35.8
5069

October 31, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-2(13)62, Old I-138(10),
Jumpoff Joe-Louse Creek Section, Pacific
Highway - Order for State Force Work
dated October 16, 1958. Paint and
reflectorize metal sight posts.
Contract No. 5069

Dear Sir:

Reference is made to the subject order and your letter dated October 23, 1958.

We believe the painting and reflectorizing of metal sight posts on this project should be done under an Extra Work Order, the same as on other projects.

On project I-80N-6(9)254, this work is being done under an Extra Work Order for $1.35 per post for painting and reflectorizing on one side and $1.95 per post for painting and reflectorizing both sides.

Since most of the posts on this project will require reflectorizing on only one side, the unit price shown in the subject order appears high.

In view of the above, we are returning the order and request that, if Federal participation in the work is desired, an Extra Work Order be negotiated with the contractor and submitted for approval.

On future contracts, we recommend that painted and reflectorized metal sight posts be included as a contract item.

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan
By: E. H. Cowan
Acting Division Engineer

Enclosures

RECEIVED
OCT 31 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FILED
FORREST COOPER

RECEIVED

FOR FILING

.RS

RSB CON 118 10-27-58 10:47 AM

MORGAN:

DATE OF OPENING ON JUMP OFF JOE-LOUSE CREEK IS APPROVED AS OF NOVEMBER 6. DISCUSSED THIS WITH HUGH MCKINLEY AND THEY DID NOT RRXXXXX PARTICULARLY WISH TO HAVE A FORMAL OPENING. HE HAS BEEN TOLD THAT THE ROAD WILL BE OPENED ON NOVEMBER 6.

L. H. YOUNG

CC: FORREST COOPER

DNH

NOTED
FORREST COOPER

RECEIVED
OCT 27 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 27 1958
FOR FILING

[illegible]

5069

October 23, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 263 covering painting and reflectorizing sight posts on the Jumpoff Joe Creek-Louse Creek section of the Pacific Highway in Josephine County, Contract No. 5069, in connection with Federal Aid Project No. I-5-2(13)62.

This work is necessary for delineation of the highway. The contractor is not equipped to do this work while the State has the necessary equipment and experienced crews. The amount is too small to make separate contracting economical.

Your approval of this order at agreed unit prices under the provisions of PPM 21-6.3 is requested.

The total estimated cost of this order is $619.75 with Federal participation of $560.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CN:bb

Encl.

RECEIVED
AUG 22 1958
FOR FILING

I-138(10)

5069

August 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5, covering additional drainage and repair on fill slopes on the Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway in Josephine County, Contract No. 5069, in connection with Federal Aid Project No. I-5-2(13)62/I-138(10).

In order to protect the roadway, it is necessary to construct additional drainage ditches and protect fill slopes. Copies of a detail sheet, prepared by our engineer covering the work to be done, are attached.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mas

Enclosures

RECEIVED

FORM E-30X—50M—58—3046

[illegible]

J [illegible]

3269

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12th, 1958

To: Mr. Mark H. Astrup
Landscape Engineer
Office

SUBJECT:

I return herewith your plans for planting on the Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway with the following comments:

The plan calls for planting 960 aretostaphylus columbinia between Station 735 and 752. The plan carries a note over your initials indicating that these should be in group plantings rather than continuous. We check this note.

You have also deleted a group planting easterly of Station 765 which we check.

We check the group plantings in the median between Station 794 and 807, but the plan calls for 2,110 manzanita and native roses to be planted in this area, which I believe to be unnecessary.

The plan also calls for planting of oaks and madronas at the four corners of the Jumpoff Joe Creek structures. There is some existing oak, pine, fir and madrona at this point, and I question the necessity of this planting.

All the other plantings on the plan appear to be well spaced and needed. I would recommend the plan subject to the revisions as indicated above.

Tom Edwards

Tom Edwards
Construction Engineer

TE:AR
Enc.

cc to: Forrest Cooper ✓

RECEIVED
[illegible] 12 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 14 1958
FOR FILING
I - 1[illegible]

July 14, 1958

Oregon State Highway Commission

Gentlemen:

Construction has started recently on the Jumpoff Joe-Louse Creek Section of the Pacific Highway. On July 8, 1958, at 1:30 p.m., approval was given for the installation of 35-mile-per-hour construction speed zone signs.

Your confirmation is requested for the establishment of a 35-mile-per-hour construction speed zone on the following sections of the Pacific Highway:

North end Station 715 to LC Station [illegible].

South end Station PE 1063+74 to where Louse Creek intersects existing highway.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. P. H. Stephenson
Mr. F. B. Crandall

VPJ:kg hi

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JUL 7 - 1958
FOR FILING
I [illegible]

5069

July 3, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering installing 3" pipe conduit on the Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway in Josephine County, Contract No. 5069, in connection with Federal Aid Project No. I-5-2(13)62.

There is to be a rest area provided on each side of the highway in the vicinity of Station 962. To provide water for the area it is necessary to place the 3" conduit for the water line. This is to be done before the paving.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:ew

Encl.

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED

I-138(10)

May 7, 1958

Mr. Emerson B. Page, Secretary
Central Paving Company
P. O. Box 38
Independence, Oregon

Jump Off Joe-Louse Creek Section
Pacific Highway
Contract No. 5069

Dear Sir:

Your letter of May 6th requesting the permission to use round treated wood guardrail posts on the subject named project has been referred to this office.

As you are no doubt aware, this department is always reluctant to change specifications for materials to be incorporated into the work after the contract has been let. To do so certainly leaves us open to criticism from other contractors who bid the jobs with the idea in mind that they would built it in accordance with the specifications. The only times that we do make substitutions is when it is clearly to our advantage, such as a saving or obtaining a superior product for the purpose intended. I do not believe that in the present case such is true. We also have the problem of securing concurrence from the Bureau of Public Roads for changes like this and they are most reluctant to give such concurrence in the absence of one of the advantages before mentioned.

In view of the above reasons, we must ask that the posts for the guardrail and median rail on this job be furnished in accordance with the special provisions applying to the job.

Very truly yours,

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

cc Forrest Cooper ✓
F. D. Morgan
Glenn Roberts

RECEIVED

**... CENTRAL PAVING COMPANY**

PLANTS: SALEM • DALLAS • INDEPENDENCE • • • • • MAILING ADDRESS: P. O. BOX 38 **INDEPENDENCE, OREGON**

TELEPHONE:
SALEM: EMPIRE 3-5468
DALLAS: MAYFAIR 3-4141
INDEPENDENCE: 231

May 6, 1958

Oregon State Highway Department

Salem, Oregon

Re: Contract #5069

Gentlemen:

Permission is requested to possibly use treated round wood guard rail and median rail posts on the Jump-Off Joe-Louse Creek Section near Grants Pass.

These posts are supplied by Permapost Products Co., 806 E. Main Street, Hillsboro, Oregon. Mr. W.R. Bond, Jr. of that firm can furnish you samples and details.

Your prompt action on this will be appreciated.

Very truly yours,

CENTRAL PAVING CO.

Emerson B. Page
Secretary

EBP/dp

cc: Permapost Products Co.

Glenn Roberts, Resident Engineer

RECEIVED
MAY 7 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 10 1958
FOR FILING

5069

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 7, 1958

SUBJECT:

To: Mr. F. B. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

The subcontract between Central Paving Company and J. C. Denton and Sons covering the installation only of Items four and five on the Jump Off Joe Creek-Louse Creek Contract, No. 5069, Oregon I-138 (10) is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmh

cc: Forrest Cooper
C. G. Polk (2)

Note: There is one previous subcontract in the amount of $59,004.00
This subcontract is for $19,875 making a total of $78,879 or 10.99 percent.

NOTED

RECEIVED
MAR 10 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING
5069

FORM K-30X—87,500—8-57—6884

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
February 17, 1958

SUBJECT:

To: Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

The sub-contract between Central Paving Comapny and Arnold Johnson covering the hauling only of Items 6, 7, and 12 on the Jump-off Joe Cr.-Louse Cr. Contract, No. 5069, Oregon I-138 (10) is approved and you may so inform the interested parties.

Four copies of the sub-contract are returned herewith for distribution.

Very truly yours,

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmh

Attachments

cc: Forrest Cooper
C. G. Polk (2)

RECEIVED
FEB 17 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 10 1958
FOR FILING

February 7, 1958

Josephine County Court
Grants Pass
Oregon

Gentlemen:

We have at hand correspondence directed to Mr. Frank Morgan by you and by Mr. George A. Lindahl, Vice-President of the Central Paving Company, requesting permission to supply material from the state-owned quarry known locally as the Chancellor quarry, which is being used for production of material for the Jumpoff Joe Creek-Louse Creek paving.

At present the Central Paving Company has a plant which will produce between 1,600 and 2,000 cubic yards of processed aggregate daily. A thorough study of the necessary operation on the paving project indicates that production of 2,000 yards per day will be necessary for the satisfactory completion of the paving project within the time limit specified.

We are always desirous of cooperating with the other governmental agencies in furtherance of their work and aiding progress the best we can. We feel, however, that the granting of the request would jeopardize the completion of the Jumpoff Joe Creek-Louse Creek paving and are, therefore, reluctant to grant such permission, at least until we are assured that the paving work would not be retarded.

Very truly yours,

W. C. Williams
State Highway Engineer

TE:AR hi

cc Mr. George A. Lindahl

Bc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. D. Morgan

FORM E-30X—37,500—6-57—6884

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Feb. 4, 1958

SUBJECT:
Use of State-owned rock on
County Airport Project
Josephine County

To:

Tom Edwards
Construction Engineer
Salem, Oregon

I forward herewith copies of letters from the Josephine County Court and Mr. George A. Lindahl, Vice-president of Central Paving Company, regarding the possible use of crushed rock from the rock source from the Jump Off Joe Creek-Louse Creek Section of the Pacific Highway for a proposed airport runway being constructed by Josephine County.

Please be advised that Josephine County plans to receive bids February 13, 1958 for the construction of a proposed airport improvement project. This contract calls for approximately 12,000 cubic yards of crushed materials. The County Court anticipates considerable savings if this material can be obtained from the State-owned quarry. Central Paving Company, contractor for the Jump Off Joe-Louse Creek Section, are willing to crush the rock and furnish same to all prospective bidders. They do not anticipate bidding on the airport project themselves.

I have discussed this matter with Mr. Glenn Roberts, Resident Engineer on the State project, and he states that there will be ample quantity available. He states further that the crushing operations will proceed at the rate of approximately 100 cubic yards per hour. Crushing contractor plans to work two shifts. This will produce in the neighborhood from 1600 to 2000 cubic yards per day. Mr. Roberts states that his work schedule will require the production of 2000 yards per day for the satisfactory completion of the State paving project.

I, therefore, recommend that this request for the use of the State-owned quarry as a source of aggregate for the airport project be rejected due to the fact that the production of 12,000 cubic yards of additional materials may make the paving schedule on the State project impossible of completion satisfactorily.

FDMorgan

F. D. Morgan
Division Engineer

dls
encls.
cc: Glenn Roberts

FRED W. RICHARDS
COMMISSIONER

RAYMOND A. LATHROP
JUDGE

B. E. DAVIDSON
COMMISSIONER

Josephine County, Oregon
COUNTY COURT
GRANTS PASS, OREGON

[illegible]

Mr. Frank [illegible],
Division Engineer,
Oregon State Highway Department,
Roseburg, Oregon.

Dear Mr. [illegible]:

The Central Paving Company has requested permission from the Oregon State Highway Department to use rock from the State owned quarry in the vicinity of Jump off Joe Creek for supplying contractors who may wish to bid on construction of the proposed airport runway located some few miles from the above-mentioned quarry.

The Josephine County Court wants to join in this request. As we understood the Central Paving Company's proposal, if permission was granted by you to supply rock for this project, they would offer to supply the rock to all interested bidders. We believe that it might be the nearest source of acceptable rock for this project.

Very truly yours

JOSEPHINE COUNTY COURT

By Raymond A. Lathrop
Raymond A. Lathrop
Josephine County Judge

RAL:rf

Roseburg Division
Received
FEB 4 1958
ADE ADE DE

... CENTRAL PAVING COMPANY

INDEPENDENCE, OREGON

February [illegible]

Division Engineer
Oregon State Highway Department
[illegible], Oregon

Attention: Mr. [illegible], Division Engineer

Gentlemen:

Re: State Owned Quarry
Job No. 3069

We have under our authority a crushing plant located at the State Owned Quarry in production to produce the necessary rock for the Jumpoff Joe Creek-Louse Creek Section, Pacific Highway, Josephine County, Contract No. 3069.

Permission is requested from the Oregon State Highway Department to use this source of supply to furnish approximately 12,000 cubic yards of crushed material to be used in the construction of a proposed Airport Improvement project to be called by the Josephine County Court. Bids are to be received February 13, 1958 at 10 A. M.

The proposed request will not interfere with our work in connection with State Contract No. 3069.

If the request is granted there should be established a minimum royalty charge.

Because of the time element it would be appreciated to receive your decision at the earliest possible date.

Very truly yours,

Central Paving Co.,

George A. Lindahl

George A. Lindahl, Vice-Pres.

RECEIVED
DEC 20 1957

FOR FILING

December 19, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway in Josephine County, Contract No. 5069, in connection with Federal Aid Project No. I-138(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
NOV 12 1957
FOR FILING

I-138(10)

861

November 4, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Oregon Project I-138(10)
Jumpoff Joe-Louse Creek Section
Pacific Highway - Paving Plans

Dear Sir:

Reply is made to your letter of October 23, concerning the above-captioned project, requesting justification for use of 3½ inches of asphaltic concrete pavement on the 24-foot frontage and connecting roads.

We must advise that the section shown on Sheet 2-A is in error, and it is our intent, as per discussions with you by Construction Engineer Edwards, to reduce the surfacing thickness to 1½ inches. This will be taken care of by a construction change.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. Tom Edwards
Mr. S. H. Probert
Mr. F. D. Morgan

Mr. Morgan:
Please see that these surfacing depths are reduced to 1½ inches.

(Const.) hi

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

October 23, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-138(10)
Jumpoff Joe-Louse Creek Section
Pacific Highway - Paving Plans

Dear Sir:

In connection with the plans for the proposed subject project our Regional office questions the necessity of a 3 1/2 inch thick asphaltic concrete pavement on the 24 foot wide frontage and connecting roads. Please submit justification for its use in lieu of an oil mat. In case traffic does not warrant this high type pavement a change should be made during construction to the lower type on these roads.

At the connection between the new south bound lane and the existing highway ($L^c$ Line) at approximate Station 761 no detail of the connection is shown, but it is presumed a standard off connection will be constructed.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

RECEIVED
OCT 23 1957
OFFICE OF
STATE HIGHWAY ENGINEER

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1957
FOR FILING

[illegible]

[illegible]

November 4, 1957

Central Paving Company
P. O. Box 38
Independence, Oregon

Gentlemen:

The State Highway Commission on October 31, 1957, awarded to you State Highway Contract No. 5069 for paving on the Jumpoff Joe-Louse Creek Section of the Pacific Highway from 4 to 10 miles north of Grants Pass in Josephine County.

This award was based on your bid of $717,798.00 which was the low bid submitted to the Commission on October 31, 1957 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
[illegible]
[illegible]
OREGON DISTRICT

DEPARTMENT OF COMMERCE
**BUREAU OF PUBLIC ROADS**
DIVISION EIGHT

[illegible] STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

October 31, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5069 for Oregon Project I-138(10), Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway, to Central Paving Co. of Independence, Oregon, low bidder in the amount of $717,798.00 at today's bid opening.

Very truly yours,

C G Polk
C. G. POLK
Division Engineer

20-3336 Honeyman Park Facilities 1957

#5070

RECEIVED
JAN 25 1960
FOR FILING
20-3336

5-70

A

January 25, 1960

The Aetna Casualty & Surety Co.,
Portland Service Department
Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5070 for construction of the Honeyman State Park facilities on the Oregon Coast Highway in Lane County was completed by the contractor, Fred J. Stubbert, on July 18, 1959, and was formally accepted by the Highway Commission on August 13, 1959.

Final payment in the amount of $3,008.82 will be released to the contractor on or after February 4, 1960. The total contract amount is $41,694.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Aetna Casualty & Surety Co.,
Ray D. Pollard Agency
21 11th Avenue West
Eugene, Oregon

RECEIVED
[illegible] 1957
FOR FILING

November 4, 1957

Fred J. Stubbert
1056 "J" Street
Springfield, Oregon

Gentlemen:

The State Highway Commission on October 31, 1957, awarded to you State Highway Contract No. 507[illegible] for Honeyman Park Facilities Project 2.5 miles south of Florence on Oregon Coast Highway in Lane County.

This award was based on your bid of $39,450.95 which was the low bid submitted to the Commission on October 31, 1957, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
C. H. Armstrong

20-3737 Jessie M. Honeyman Park 1957
Overnight Camp Expansion
#5071 Proj.

RECEIVED
SEP 3 - 1958
FOR FILING

File

OREGON STATE HIGHWAY DEPARTM
(date)
August 28, 1958

| | | |
|---|---|---|
| [illegible] | | |
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 5071 | 7 Final | Berry Creek Construction Co. |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 19755 | H221585 | $1,020.15 | 8-28-58 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

| | |
|---|---|
| Specified completion date: | 30 workdays from Mar. 1, 1958 |
| Time Extensions: | Extended from 30 to 34 workdays |
| Completion Date: | July 1, 1958 |
| Date Accepted: | July 31, 1958 |
| Penalties: | None of record |
| Claims: | None of record |
| Remarks: | |

---

Date: Aug. 29, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
Floyd Query
ass't Secty

Warrant Mailed SEP 2 1958
GRn

NOTED ON CARD
em

RECEIVED
AUG [illegible] 1958
FOR FILING
[illegible]

Aug. 20, 1958

CERTIFIED MAIL

American Surety Co. of New York
David A. Lewis, Ass't. Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5071 for Jessie M. Honeyman State Park Overnight Camp Expansion in Lane County was completed by the contractor, Berry Creek Construction Co., on July 1, 1958, and was formally accepted by the Highway Commission on July 31, 1958.

Final payment in the amount of $1,020.15 will be released to the contractor on or after August 30, 1958. The total contract amount is $17,791.20, of which amount $480.45 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

om

RECEIVED
JUL 24 1956
FOR FILING

20-3737

5071

July 23, 1956

Oregon State Highway Commission

Gentlemen:

The Ferry Creek Construction Company, which holds a contract (No. 50 1) for overnight camp expansion of the Jessie M. Honeyman State Park, has made a request for an additional four workdays in which to complete the project, giving as its reason the necessity for doing additional clearing.

This claim has been investigated and found to be valid. It is, therefore, my recommendation that the additional four days be granted without penalty.

The matter will be on the agenda for your consideration at the meeting July 31-August 1.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. C. H. Armstrong

FC:me fn

RECEIVED
JUL 1 1958
FOR FILING

20-2737

5071

OREGON STATE HIGHWAY COMMISSION

# Engineers Recommendation Regarding Contractors Request
## for
## Increase in Number of Workdays
## to
## Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5071 Contractor Berry Creek Construction Co.

Highway Oregon Coast

Section Jessie M. Honeyman State Park

Kind of Work Overnight Camp Expansion

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows: in the amount of four (4) days because of additional clearing required of the contractor.

Recommended for Approval:

L R Chandler
Division Engineer

L. W.
Construction Engineer or Bridge Engineer

Forrest Cooper
Deputy State Highway Engineer

|  |  |
|---|---|
| Contract No. | 5071 |
| Project designation (State-Federal) | State |
| Date awarded | October 31, 1957 |
| Work started | November 20, 1957 |
| Per cent completed (Date) | 100% July 1 ~~June 21,~~ 1958 |
| No. of Workdays Allowed | 30 |
| No. of Workdays Used | ~~28~~ 34 |
| No. of Added Workdays Requested | ~~[illegible]~~ 4 |

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 18, 1958

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 30 days to 40 days, within which to complete our Contract No. 5071, without the assessment of liquidated damages. The said contract is described as follows:

Honeyman Park Camp Extension

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Additional time needed on account of some force account work which is taking about five days to complete and changes in plans in the camp stalls also some additional culvert pipe to be put in. In addition to this we feel that the changing of inspectors has hampered our work to the extent of changes in ideas of each individual as to how things should be built.

Following days were used, all or part of on force account work.
6/13/58-6/16/58-6/17/58-6/18/58

Respectfully submitted,

Berry Creek Const. Co.
Contractor

By

---

CONSENT OF SURETY

Date June 18, 1958

We, American Surety Company of New York, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of wo[illegible] and hereby agree to remain fully bound as surety in all respects as if the number of [illegible]ined as stipulated in the original agreement.

Attorney-in-fact
James W. Neilson

Resident Agent
James W. Neilson
P.O.Box 398, Florence, Oregon

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 19, 1958

Section Jessie M. Honeyman State Park

Kind of work Overnght Camp Expansion

Highway Oregon Coast County Lane

Section prefix 20-3737

Contractor Berry Creek Construction Co.

Contract number 5071

Date of contract October 31, 1957

Specified work days 30

Date work started November 20, 1957

Work days used 34

Project authorization $25,664.06

Exclusive of engineering $22,839.06

Per cent of time elapsed 113 %

Estimated cost of completed project, exclusive of engineering $22,127.71

Estimated per cent ~~overrun~~ or underrun 3 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 1,825.00

Engineering cost to date $ 2,519.16, 138 %

Date project was completed July 1, 1958

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final Estimate completed and sent to Division Office Friday, July 18.

F. D. Morgan, Division Engineer, in office Tuesday of this week.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
JUL 21 1958
NOTED— ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

Noted
M. N. Juve

Signed Resident Engineer

Address Box 496, North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 0.42 | 0.42 | | | |
| Miles partially completed | 0.42 | 0.42 | | | |
| Miles completed | 0.42 | 0.42 | | | |
| Total estimated quantities (contract) | 6,460 | 2,400 | | | |
| Total quantities corrected to date | 5,495.2 | 2,099 | | | |
| Estimated quantities moved or placed to date | 5,495.2 | 2,099 | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors ..........., Bulldozers ..........., Compaction rollers ..........., . . . . ..........., . . . . ..........., . . . . ...........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair | | |
| Monday | Fair | | |
| Tuesday | Overcast | | |
| Wednesday | Cloudy | | |
| Thursday | Cloudy | | |
| Friday | Fair | | |
| Saturday | | | |

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1957
FOR FILING
[illegible]

November 4, 1957

Berry Creek Construction Company
P. O. Box 375
Florence, Oregon

Gentlemen:

The State Highway Commission on October 31, 1957 awarded to you State Highway Contract No. 5071 for the Jessie M. Honeyman State Park Overnight Camp Expansion Project south of Florence on the Oregon Coast Highway in Lane County.

This award was based on your bid of $18,712.50, which was the low bid submitted to the Commission on October 31, 1957 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
C. H. Armstrong

I-67(9) Baker Co. Line-Olds Ferry 1957
Sec. (Grad., Pav., & Const.

FORM E-123-X 75M 1-6

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

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SEP 1960
FOR FILING

[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
SEP 13 1960
OFFICE OF
STATE HIGHWAY ENGINEER

September 13, 1960

W. C. WILLIAMS

Moffatt and Thomas
First Security Building
Boise, Idaho

ATTENTION: Mr. John W. Barrett

Gentlemen:

Mr. Floyd Query, Secretary of the Highway Commission, requested by copy of a letter addressed to you that we give you such assistance as we are able regarding regulations governing traffic control on the project to which you refer. It is presumed that reference was made to the Baker County Line-Olds Ferry Section of the Old Oregon Trail, Contract No. 5072, for which the Rogers Construction Company was the prime contractor.

The obligations of a contractor with respect to provisions for traffic are set forth in our contract documents, copies of which I am forwarding herewith for your convenience. Sections which are particularly pertinent to this inquiry are Sections 1.4.7 and 1.7.9 in the "Standard Specifications for Highway Construction," issue of May 1, 1954. The Special Provisions for this contract, on Page 34, expands upon this subject and you will find also pertinent information in the blue sheets of the Special Provisions under "Additional Special Provisions," issue of August 1, 1955, on Page 3, provision for flagmen and State participation in flagging cost.

Generally speaking, there is no record kept of the temporary signing used for the guidance of traffic through a project during the construction period as the traffic patterns are quite flexible and subject to constant change. Record is kept of the permanent signing.

Due to the limited time which you are allowed in which to make answer to this complaint, I suggest that you contact Roy Cameron who ~~is~~ was resident engineer on this project direct. He is presnely located at Baker, Oregon at 2695 Church Street.

Very truly yours,

W. C. Williams
State Highway Engineer

By L. W. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

Enclosures

cc W. C. Williams
A. F. Parson
R. R. Cameron

RECEIVED
SEP [illegible] 1960
FOR FILING

1-45(2)

5[illegible]

September 12, 1960

Moffatt and Thomas
First Security Building
Boise, Idaho

Attention: John W. Barrett

Gentlemen:

This is to acknowledge your letter of September 9. You inform us that you are representing the McWaters Construction Company, subcontractors for Rogers Construction Company, concerning an automobile accident which occurred on a highway construction project on US Highway 30, at a point approximately ten miles east of Huntington, on September 28, 1958.

Our Traffic Engineering Division informs us that the speed limit at this approximate location in September, 1958, would be under the Basic Rule. The Oregon law regarding speed limits includes the Basic Rule that no person shall drive a vehicle upon a highway at a speed greater than is reasonable and prudent, with due regard to existing conditions, which includes the provision that no person shall drive at a speed which is greater than will permit the driver to exercise proper control of the vehicle at all times. Some highways, or sections of them, may have designated speed limits, but in the absence of signs designating these the indicated speeds throughout the State are 55 miles an hour on the open highway.

A copy of your letter is being forwarded to Mr. Tom Edwards, Construction Engineer, who may be able to assist you concerning the Engineer's notes pertaining to conformance of regulations on this particular contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:rj

cc: Tom Edwards, Construction Engineer

LAW OFFICE
MOFFATT & THOMAS
FIRST SECURITY BUILDING
BOISE, IDAHO

WILLIS C. MOFFATT
EUGENE C. THOMAS
JOHN W. BARRETT
LLOYD C. McCLINTICK

TELEPHONE
2-5541

September 9, 1960

Highway Department
State of Oregon
Salem, Oregon

Gentlemen:

We are representing the McWaters Construction Company, who was a subcontractor for Rogers Construction Company concerning highway construction on U.S. Highway 30 at a point approximately ten miles east of Huntington, Oregon during the fall of 1958.

An action has been filed against McWaters Construction Company by the operator of a motor vehicle whose car was damaged within this construction area, his contention being that he was not put on notice of the construction area ahead. This construction involved the constructing of a four-lane highway with an eight-foot strip of land separating the east-and-westbound lanes between Huntington and Ontario, Oregon. This accident occurred at approximately 5:30 a.m., September 28, 1958. On September 27, 1958, when the workday was terminated, the foreman for McWaters Construction Company states that the state of Oregon engineer, Roy T. Cameron, inspected the area regarding the posting of barricades and signs immediately to the east of the construction area and approved the same. This foreman contends there were three signs directly to the east of the construction area, including a speed limit sign of 35 miles per hour, as well as a three-foot high and four-foot wide barricade with a flashing battery lantern in the center of it directly to the east of the eight-foot strip which separated the lanes. In addition to this, Scotch light reflectors had been nailed to the guardposts within this center strip. This construction area was approximately five miles in length.

We find in our file reference to regulations of the Oregon State Highway Department concerning construction zones, that is, requirements pertaining to posting of speed limits and warning signs, as well as barricades.

Edwards

If it is possible, we would appreciate any information and records which you might have concerning the engineer's logs or notes pertaining to conformance with the regulations on this particular job on the dates of September 27 and 28, 1958. If it is not possible for you to obtain this specific information, we would appreciate your forwarding to this office any regulations you have pertaining to required precautions to be taken by construction companies regarding the posting and barricading of construction areas of this type.

Also, we would appreciate your supplying us with the speed limit on U. S. Highway 30 between Ontario and Huntington, Oregon, at a point approximately ten miles to the east of Huntington as of September 28, 1958. It is our understanding that the speed limit in this area at that time was 55 miles per hour.

In view of the fact that the complaint has been filed in the Probate Court and we only have ten days in which to answer, we would appreciate the above information as soon as possible. Thank you for your attention and cooperation in this matter.

Very truly yours,

John W. Barrett
of MOFFATT & THOMAS

JWB:gs
Enclosure
  self-addressed envelope

For Cork [illegible]
[illegible]

RECEIVED
SEP 12 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL [illegible]
FOR FILING

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

July 1, 1959

| | | | |
|---|---|---|---|
| I-67(9)<br>(CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 5072 | 15 P.F. | Rogers Construction, Inc. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 15570 | H248788 | $ 1,051.74 | 6/30/59 |

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion date: **140 workdays from March 1, 1958**

Time Extensions: **None of record**

Completion Date: **November 25, 1958**

Date Accepted: **March 5, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

---

Date: **July 1, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: JUL 2 1959

NOTED ON CARD
GC

RECEIVED
JUN - 8 1959
FOR FILING
I 67(9)
5072

June 5, 1959

The Fidelity & Casualty Company of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

You are hereby notified that a post-final payment will be made to Rogers Construction, Inc., on contract #5072, for structures-grading-paving on the Baker County Line-Olds Ferry Section of the Old Oregon Trail and Olds Ferry-Ontario Highways in Malheur County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $1,236,984.74, including the post-final payment of $1,051.74. Of the total, $14,518.19 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Fidelity & Casualty Company of N. Y.
Pallett, Fisher & Carlo, Inc.,
US National Bank Bldg.,
Portland 4, Oregon

A

FORM E-123-X 37.5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-67(9)

NOTED
W. C. WILLIAMS

5772

May 27, 1959

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: File No. 26583 - Hopkins
Baker County Line-Olds
Ferry Section
Old Oregon Trail Highway
Malheur County
Your File No. 08-35.1

Dear Mr. Polk:

This is in response to your letter of April 21, 1959, concerning subject file.

Amended appraisals are now appended to the file to indicate mitigation of substantial damages to this property through construction of underpasses at Stations 83 and 41.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:zg

cc Mr. W. C. Williams
Mr. R. L. Porter

RECEIVED
MAY 28 1959
OFFICE OF
STATE HIGHWAY ENGINEER

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.4

408 State Highway Bldg.
Salem, Oregon

May 15, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Baker County Line-Olds Ferry
Old Oregon Trail Highway
Contract No. 5072
Project: I-80N-8(5)351

Dear Sir:

Reference is made to your letter of May 8, 1959, concerning price agreements No. 1 and No. 10 on the subject project.

Regarding price agreement No. 1, we shall place the copy of the engineer's notes, showing stations of Type II fence in our project file for auditing purposes. In the future we would prefer to have the price agreements prepared to segregate the Interstate work from the State work and showing which side the fence is on.

Regarding price agreement No. 10 covering extra brace posts, Mr. Lindas' letter states that the Division and Resident Engineers required the contractor to install 21 double-braced intermediate end posts where the grade differences were less than 30%, whereas the specifications state that this type of post is only required where the grade difference exceeds 30%. As stated in our letter of March 27, we were not advised regarding this work during the construction period. This change in the type of fence construction was made in the field without our knowledge or prior approval. Price agreement No. 10 is, therefore, not approved for Federal participation.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

RECEIVED
MAY 15 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
MAY 11 1959
FOR FILING

5072

5072

Baker County-Olds Ferry Section
Old Oregon Trail Highway
Contract No. 5072
Project I-80N-2(5)351
File 03-35.4

May 8, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of March 27, 1959, regarding price agreements No. 1 and No. 10 on the subject project.

Regarding price agreement No. 1, we are enclosing a copy of the engineer's notes showing the stationing of fence placed and noted "Interstate" and "State" according to the section. The total fence installed on the interstate section under price agreement No. 1 is 6,584 lin. ft., or 399.03 rods.

Under price agreement No. 10 covering extra brace posts, the entire amount is on the interstate Section. Stationing of the extra braces is as follows:

| Left | | Right | | |
|---|---|---|---|---|
| 82+75 | 111+60 | | 168+50 | 192+00 |
| | 117+70 | 145+50 | 175+90 | 193+40 |
| | 129+80 | 149+40 | 176+70 | 195+18 |
| | 131+90 | 149+80 | 180+30 | 195+35 |
| | 132+60 | 151+20 | 187+40 | 196+50 |
| | | 152+30 | | |

We trust the above explanation with the enclosed notes will answer the fencing questions and clear price agreement No. 10 for approval.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb

Cont Line Date 12-5-58 Party Heller
B
P
Project 23-1077
Form 2-34 State Printing

| Type II Fence | | | | | |
|---|---|---|---|---|---|
| Sta. to | Sta. | | Lt. Lin. ft | State | Interstate |
| 58+98 | 74+00 | | 1321 | 1321 | 5' |
| 74+00 | 81+65 | | 762 | | [illegible] |
| 81+65 | 81+65 | | 24 | | 2. |
| 81+65 | 82+80 | | 129 | | 1 |
| 82+80 | 82+90 | | 8 | | 8 |
| 82+80 | 85+80 | | 300 | | 300 |
| 68+80 | 69+80 | | 60 | | |
| 69+80 | 71+90 | | 210 | [illegible] | |
| 71+90 | 74+58 | | 196 | 138 | 58 |
| 74+58 | 77+05 | | 254 | | [illegible] |
| 77+05 | 82+79 | | 572 | | 572 |
| 83+38 | 85+32 | | 17 | | [illegible] |
| 83+38 | 87+80 | | 398 | | [illegible] |
| 87+30 | 90+66 | | 346 | | [illegible] |
| 90+66 | 94+00 | | 344 | | [illegible] |
| 94+00 | 94+40 | | 97 | | [illegible] |
| 98+00 | 98+38 | | 138 | | [illegible] |
| Sub | Total | | 5216 | Lin. ft. | |
| 90+66 | 90+65 | | 5 | | 5 |
| 90+64 | 90+62 | | 33 | | 33 |
| Total | | | 5254 | Lin. ft | [illegible] |

Oregon State Highway Department 65

LEVEL SHEETS

PA#1 Type II Fence

| | Sta. to Sta. | | | | |
|---|---|---|---|---|---|
| | Sta. to | Sta. | | Rt. Lin. ft. | |
| | LN 64+60 | LN 65+00 | | 358 ✓ | [illegible] |
| | LP 65+00 | 65+17 | | 17 ✓ | |
| | LN 65+37 | 73+70 | | 878 ✓ | " |
| | 73+70 | 76+74 | | 310 ✓ | [illegible] |
| | 76+84 | 77+05 | | 21 ✓ | |
| | 77+27 | 79+00 | | 172 ✓ | |
| | 79+00 | 81+34 | | 256 ✓ | |
| | 81+79 | 82+27 | | 48 ✓ | |
| | 82+47 | 82+96 | | 49 | |
| | 83+10 | 83+26 | | 16 ✓ | |
| | 83+26 | 84+00 | | 74 ✓ | " |
| | 84+00 | 91+50 | | 753 ✓ | " |
| | 91+50 | 90+80 | | 1091 ✓ | |
| | LN 64+00 | 73+00 | | 655 ✓ | State |
| | 73+00 | 80+54 | 705<br>1843 | 754 ✓ | Interstate |
| | 80+54 | 82+50 | | 201 ✓ | " |
| | 82+50 | 82+93 | | 55 ✓ | " |
| | 83+08 | 83+59 | | 290 ✓ | " |
| | | | | 5016 | lin. ft |
| | | | | 5254 | |
| | | | | 7066 | State Sec |
| Grand Total | 17336<br>16.6 | (1050.67 Rods) ✓ | | 17336 | " " |

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon
April 30, 1959

SUBJECT: Baker Co. Line-Olds Ferry Section
Old Oregon Trail Highway
Price Agreement No. 10

To:

A. F. Farmon
Division Engineer

La Grande

Herewith is the information which you requested in regard to stationing of extra brace posts covered by P.A. No. 10 of subject project:

| Left | Right |
|---|---|
| 82+75 | 111+60 |
| | 117+20 |
| | 129+[illegible] |
| | 131+90 |
| | 132+80 |
| | 148+50 |
| | 149+40 |
| | 149+80 |
| | 151+20 |
| | 152+30 |
| | 168+50 |
| | 175+90 |
| | 176+50 |
| | 180+30 |
| | 187+40 |
| | 192+00 |
| | 193+40 |
| | 195+18 |
| | 195+35 |
| | 195+50 |

R R Cameron

R. R. Cameron
Resident Engineer

RECEIVED
May 4 1959
DIVISION OFFICE
LA GRANDE

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

[illegible] STATE HIGHWAY BLDG.
SALEM OREGON

When replying, refer to:
08-35.4

March 27, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Baker County Line-Olds Ferry Section
Old Oregon Trail Highway, Malheur County,
Contract No. 5072, Project I-80N-8(5)351 [I-62(9)

Dear Sir:

In reply to your letter of March 23, 1959, we are requesting additional information relative to placing 21 double-braced intermediate fence posts. Please identify the stations where they were required. Our inspecting engineer was unaware that this work was necessary or ordered placed.

At this time we would like to review Price Agreement No. 1 for changing Type I to Type II fence, required by right-of-way agreement, Sta. 2557+50 to Sta. 24+00 and Sta. 60+00 to Sta. 95+00. The plan shows Sta. 2559+00 to Sta. 73+70.79 as a State Project. It would appear that approximately 556 rods of Type II fence would be non-participating for Federal funds and some of the double-braced posts may be in this section. May we have your opinion relative to the above information. You may recall we returned, without approval, Order for Extra Work No. 6 for the reason the work was on the State Project.

Very truly yours,

Polk

C. G. Polk
Division Engineer

Frobert

RECEIVED
[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR [illegible] 1959
FOR FILING

I-67(9)

5072

March 23, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Baker Co. Line-Olds Ferry Section
Old Oregon Trail Highway
Malheur County
Contract No. 5072
Project No. I-67(9)

Dear Sir:

We were notified on March 13, 1959, by Rogers Construction, Inc., contractors on the above-named project, that they were signing the final estimate but that they were making claim for additional compensation under terms of the contract.

During the period of construction on this project, the contractor was requested to place 21 double-braced intermediate fence posts at locations not called for in the specification for contract Item No. 27. Our Division and Resident Engineers requested these additional double-braced posts in order to obtain satisfactory stability.

Our Legal Department has reviewed this matter and has stated that in their opinion compensation for this extra work is a legal obligation of the Highway Commission. We can effect settlement of this matter for $763.75 which is justified by data on file in our construction engineer's department.

It is requested that you consider this claim for extra compensation as being eligible for federal aid participation.

Very truly yours,

W. C. Williams
State Highway Engineer
By

Forrest Cooper
Deputy State Highway Engineer

RLP:mfh

Enc.

Salem, Oregon
March 23, 1959

Baker Co. Line-Olds Ferry Section
Old Oregon Trail Highway
Malheur County
Contract No. 5072
Project No. I-67(9)

Mr. R. L. Porter
Office Engineer
OFFICE

At your request, I have reviewed the plans and specifications for Contract No. 5072 and particularly that portion having to do with "Item No. 27, Type 1 Fence".

On page (f) of the Standard Fence Specifications, there is a provision requiring the contractor to install a double-braced intermediate end post where the algebraic difference in gradients of adjoining fence panels exceeds 30%.

I understand that in conformance with orders of our Division and Resident Engineers the contractor was required to furnish and install 21 double-braced intermediate end posts in locations where the difference in adjoining gradients is less than 30%.

It is my opinion that under terms of the Specifications the price bid for "Type 1 Fence" does not include the cost to the contractor of these additional 21 double-braced posts and, because of these circumstances, it is the obligation of the Highway Commission to pay the reasonable cost thereof.

Leonard Lindas
Chief Counsel

RLP:mfh

RECEIVED
MAR [illegible] 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

**March 26, 1959**

| | | |
|---|---|---|
| (CONTRACT NO.) I-67(9) | (EST. NO.) | (CONTRACTOR) |
| **5072** 5072 | **14 Final** | **Rogers Construction, Inc.** |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| **6882** | **H240040** | $ **35,927.80** | **3/25-59** |

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **140 workdays from Mar. 1, 1958**

Time Extensions: **None**

Completion Date: **Nov. 25, 1958**

Date Accepted: **Mar. 5, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Mar. 26, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Secretary
C. W. Head
**By C. W. Head**
**Assistant Secretary**

Warrant Mailed:
MAR 27 1959
JC.

NOTED ON CARD
JM

A

RECEIVED
MAR 13 1959
FOR FILING
I 6710
5072

Mar. 12, 1959

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Attention: Mr. Sheridan J. McCarthy

Gentlemen:

State Highway Contract No. 5072, for structures, grading and paving on the Baker County Line-Olds Ferry Section of the Old Oregon Trail and Olds Ferry-Ontario Highways in Malheur County was completed by the contractor, Rogers Construction, Inc., on Nov. 25, 1958, and was formally accepted by the Highway Commission on Mar. 5, 1959.

Final payment in the amount of $35,927.80 will be released to the contractor on or after Mar. 23, 1959. The total contract amount is $1,235,933.00, of which amount $14,518.19 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

noted
on card
E M

Form E-1—10M

I 67.(?)
5072

A

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 26, 1958

Section Baker County Line - Olds Ferry

Kind of work Grading, Paving & Structures

Highway Old Oregon Trail County Malheur

Section prefix 23-1077

Contractor Rogers Const. Inc.

Contract number 5072

Date of contract Oct. 31, 1957

Specified work days 140

Date work started Nov. 18, 1957

Work days used 140

Project authorization $1,372,638.94

Exclusive of engineering $1,275,029.06

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $1,255,090.96

Estimated per cent underrun 2.9 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $97,608.88

Engineering cost to date $77,692.28, 79.59 %

Date project was completed November 25, 1958

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT

Office crew completed Semi - Final & submited this week.

CONSTRUCTION DIVISION
RECEIVED
DEC 26 1958
NOTED-- CE ACE ACE COE

Noted
M. N. Juve

R. R. Cameron

Signed By R R Cameron

Address Ontario, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 3.01 | 3.01 | Structures | 0.39 | 3.01 |
| Miles partially completed | | | | | |
| Miles completed | 3.01 | 3.01 | ~~3.01~~ | Shoulders<br>3.01 | 3.01 |
| Total estimated quantities (contract) | 907.000 | 72.400 | | 134 ton | 21,000 |
| Total quantities corrected to date | 829.676.5 | 70.095 | | 126.71 | 20,028.065 |
| Estimated quantities moved or placed to date | " | " | | " | " |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers .........., Compaction rollers .........., . . . . .........., . . . . .........., . . . . ..........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

RECEIVED
OCT 22 1958
FOR FILING

I 62[illegible]

5072

October 21, 1958

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9 covering painting and reflectorizing sight posts on the Baker County Line-Olds Ferry Section of the Old Oregon Trail Highway in Malheur County, Contract No. 5072, in connection with Federal Aid Project No. I-80N-6(5)351.

This work is necessary to properly delineate the highway. At the time of award of the contract, this work was not included as an item of the contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

RECEIVED
SEP 17 1958
FOR FILING
OREGON DISTRICT

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

5072 When replying, refer to:
08-35.4

September 15, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Baker County Line-Olds Ferry
Project I-82-8(5)351
Contract No. 5072

Dear Sir:

Reference is made to your letter of August 18 regarding reimbursement for rock and explaining the circumstances surrounding the unintentional acceptance of some material which did not entirely meet specification requirements.

We are in agreement that payment should be made for the 6,500 cu. yds. of 1-1/2"-0 material produced from the original source that was incorporated into the work, also the 650 cu. yds. of supplementary material.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
E. H. Cowan
Acting Division Engineer

NOTED
FORREST COOPER

RECEIVED
SEP 16 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 1958
FOR FILING
[illegible] 67 [illegible]
5072

August 18, 1958

Mr. C. C. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Your File: 08-35.4

Dear Sir:

Re: Baker County Line-Olds Ferry
Project I-82-8(5)351
Contract No. 5072

Reference is made to your letter of August 13 re reimbursement for rock used on the captioned job which through inadvertence was incorporated into the work although not fully meeting our specifications. We have since taken samples of this rock on the road, and four laboratory reports are forwarded herewith showing the results. On the basis of these laboratory reports it is believed that 80 per cent credit in depth should be given for the material that did not meet the specifications.

There were 6,500 cubic yards of 1½" - 0 material produced from the original source that was incorporated into the work. Approximately 50 per cent of this amount was substandard. On the basis of the above-proposed credit, it would require 20 per cent additional on 3,250 cubic yards, or 650 cubic yards, to supplement this nonspecification material to obtain the same result that could be expected had all material passed the tests.

I wish to advise you that this acceptance of nonspecification material was unintentional, resulting from a difference arising between field tests and more refined laboratory tests. All material accepted passed the field tests, some of which were proven borderline by check laboratory tests.

In view of facts that work was under rigid field inspection and that material was accepted only during the time elapsed between field checks and the more refined laboratory checks, we believe there has been no negligence and request reimbursement in full.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Reports:
Lab. No. 453370
453371
453372
453373

LHY:AR me Encl
cc Mr. Tom Edwards
Mr. S. H. Probert
Mr. C. H. Maison

OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.4

August 13, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Aggregates, Olds Ferry-Baker County
Line Section, Project I-82-8(5)351
(old I-67(9), Contract No. 5072

Dear Sir:

We wrote you on April 30th on the subject of suitable rock quarry or quarries on this project. At that time the contractor was preparing to set up his crushing plant in the quarry from which riprap had been obtained. This quarry is approximately one-half mile westerly of Sta. 197. The crushing plant produced paving and oil rock which passed laboratory tests. We have your letter of June 17th in reply to our letter of June 10th regarding the 3/4 -0" crushed base rock which failed to meet the laboratory tests and is now stockpiled on the project wherein you state the contractor was advised the material was rejected.

The past two inspections by our area engineer shows there was produced and placed 6500 cubic yards of 1½"-0" base rock for which the laboratory tests were half acceptable and the other half unacceptable. This rock was placed as follows:

3½ ± " each side of centerline Sta. 126-153
6½ ± " each side of centerline Sta. 153-176

The plant was then moved to a gravel deposit near the northerly end of the State contract. This rock passed laboratory specifications and was placed as follows:

6½ ± " left of centerline Sta. 129-141
3½ ± " left of centerline Sta. 141-173

Hence we note rock which passed laboratory tests has been placed over rock which is questionable by laboratory tests. Our area engineer was advised the materials department had taken samples on the project and would make a report as to their findings. Apparently they would recommend an additional depth of acceptable rock to supplement the inferior rock to obtain the desired base strength. May we have a copy of this report as soon as it is prepared.

In the letters quoted we note you have put the contractor on notice he must produce acceptable rock. We do not feel that we should obligate Federal funds for payment of material or materials which do not pass the specification tests.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

RECEIVED

FOR FILING

5072

IED
FORREST COOPER

CON LAG 70 7-11-58 115XX 1140 A

TOM EDWARDS

RE UR TT 43

THE FOLLOWING JOBS DOWN ACCOUNT STRIKE:

BAKER CO LINE-OLDS FERRY CONTRACT 5072

THIS IS THE ONLY JOB REPORTED AS DOWN THIS AM. RES. ENGINEERS ARE TO REPORT THIS PM ON ANY ADDITIONAL SHUT DOWNS.

C D CANON

DJ

RECEIVED
JUL 11 1958
FOR FILING

I-67(9)

[illegible]

July 10, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8, covering construction of a cattle guard on the Baker County Line - Olds Ferry Section of the Old Oregon Trail Highway in Malheur County, Contract No. 5072, in connection with Federal Aid Project No. I-82-8(5)351 [ I-67(9) ]

There is a county road connecting with the frontage road right of Station 94+00. The County road runs through open range land and there is no provision in the contract or plans to stop range cattle from trespassing on the highway right of way.

To keep the County road open and prevent trespass, it is necessary to construct a cattle guard on the County road at the right of way line.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mas

Encl.

A

RECEIVED
JUN 17 1958
FOR FILING
I-67(9)

5072

June 17, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Aggregates, Olds Ferry-
Baker County Line Section
Project I-82-8(5) 351
Old I-67(9), Cont.No.5072

Dear Sir:

This is in reply to your letter of June 10 concerning test reports on the Olds Ferry-Baker County Line Project.

No granulometric analysis was made on the following laboratory numbered samples:

| | | | |
|---|---|---|---|
| 449180 | Base and asphalt concrete | 449674 | Leveling and binder course |
| 449180 | Base and asphalt concrete | 449979 | Surfacing and leveling course |
| 449182 | Crushed rock | | |
| 449534 | Base and leveling course | 449960 | Surfacing - top course base |

as these were samples of unscreened rock taken just after passing through the scalping screen. Analysis was not made as the rock was not sized and samples were submitted for qualifying tests only.

With reference to the samples which show excessive P.I., this material was declared unsatisfactory and will not be incorporated in the work. The contractor has been so advised and the material may be left in the reject pile when the job is completed; however, there is a possibility that the contractor will elect to wash the material removing the excess fines so that it may meet with the specifications for the material.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. F. Parson
Mr. G. W. Harra

Salem, Oregon
June 10, 1958

Baker County Line-Olds Ferry
Old Oregon Trail
Malheur County
Contract 5072

Mr. A. F. Parson
Division Engineer
Oregon State Highway Department
La Grande, Oregon

Reference is made to laboratory reports numbered 449672, 449673, 449960, 449961, and 449778 dated June 2, 5, and 6, 1958 showing an excessive amount of plastic fines in the 3/4"-0 crushed rock surfacing and top course base as indicated by liquid limits and plasticity indexes exceeding the specified values by from 1% to 4%.

First production of this material was unsuitable and rejected into stockpile. This was discussed on June 3.

It is expected that this rejection will continue until specification material is being produced. Will you so instruct the resident engineer.

Suitable material should be confirmed by laboratory report.

Tom Edwards
Construction Engineer

By
L. M. Young
Assistant Construction Engineer

LMY/WCH/lg

cc: R. A. Cameron
Vernal Moore

RECEIVED
FOR FILING

FORM E30—50M—2-57—1476

J 67 (9)

5072

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

June 13, 1958
Salem, Oregon

**SUBJECT:** Granulometric analysis on test reports. Olds Ferry-Baker Co. Line project.

To: G. S. Paxson

L

Reference to the following laboratory reports covering rock samples submitted from subject job:

449180, 449181, 449182, 449534, 449674, 449960, and 449979.

All of these samples were unscreened rock taken just after passing through the scalping screen. Granulometric analyses were not made as the rock was not sized and was submitted only for qualifying tests.

G W Harra
G. W. HARRA

GWH:CH:mlf

RECEIVED
[illegible] ENGINEER

FORM E-30 50M 6-57—6583

**OREGON STATE HIGHWAY DEPARTMENT**
**INTER-DEPARTMENT CORRESPONDENCE**

I-67 (9)

Salem, Oregon
June 13, 1958

5072

SUBJECT: Baker County Line-Olds Ferry
Old Oregon Trail Highway
Contract No. 5072

To: Mr. G. S. Paxson
Ass't State Highway Engineer
Office

Reference is made to your letter of June 12th regarding disposition of certain crushed materials, 3/4"-0, on the subject named job. This is in accordance with the Bureau's letter of inquiry of June 10th.

This material has been declared unsatisfactory and will not be incorporated in the work. The contractor has been advised in the past by the Division Engineer that the material is not satisfactory. I presume that this material will be left in the reject pile when the job is completed; however, there is a possibility that the contractor will choose to further process this material by washing, removal of excess fines, and so forth which could ~~probably~~ possibly bring it within the specification limits. Please be assured that we have no intention of using this material until it does meet our specifications.

I am attaching hereto a copy of a letter which was directed to the field June 10th bearing on this very problem.

Tom Edwards
Construction Engineer

By
L. H. Young
Ass't Construction Engineer

LHY:jc

Attach.

RECEIVED
JUN 13 1958
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying,
refer to 08-35.4

June 10, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Olds Ferry - Baker County Line
Old Oregon Trail Highway - Contract No. 5072
Project I-82-8(5)351 Old I-67(9)

Dear Sir:

In reviewing the following test reports it is noted that Granulometric Analysis has not been recorded. We wish to have the omitted data furnished. The Laboratory Numbers are:

| | |
|---|---|
| 449180 | Base and Asphalt concrete |
| 449180 | " " " " |
| 449182 | Crushed Rock |
| 449534 | Base and Leveling Course |
| 449674 | Leveling and binder course |
| 449979 | Surfacing and Leveling Course |
| 449960 | Surfacing - Top Course Base |

We note the following test reports, Laboratory numbers 449961, 449672, 449673, 449978, 450174, 450175, 450177, and 450178 crushed rock show the samples to have excess P. I. and the material is not suitable for use. We note the reports numbers 450174 --- 450178 are from the stockpile. Please advise what is to be done with this material.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

RECEIVED
[illegible]

RECEIVED
MAY [illegible]
FOR FILING

I-67(9)

08-35.4

5-7

May 23, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Order for Extra Work No. 6
I-82-8(5)351, Old I-67(9)

Dear Sir:

We are returning without approval Order No. 6, which was issued to hand place riprap at the Benson Creek Structure.

The plans, sheet No. 2 and sheet No. 3 show the Benson Creek structure to be a State project being performed concurrently with the above Interstate Federal project.

Very truly yours,

C. G. Polk
Division Engineer

Attachments

Orig to SHD

RECEIVED
MAY 26 1958
FOR FILING

I-67(9)

5072

May 23, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering constructing inlet and outlet channels at Birch Creek Structure on the Baker County Line-Olds Ferry Section of the Old Oregon Trail Highway in Malheur County, Contract No. 5072, in connection with Federal Aid Project No. I-82-8(5)351 [I-67(9)].

It is necessary to construct inlet and outlet ditches to properly direct the water of Birch Creek through the structure. No provision for this work was made in the plans. It will be wet excavation and requires equipment and work not normally required in general excavation.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

A

RECEIVED
MAY 21 1958
FOR FILING

I 67 (9)

5072

May 20, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering hand placed riprap at the ends of Benson Creek Structure on the Baker County Line-Olds Ferry Section of the Old Oregon Trail Highway in Malheur County, Contract No. 5072, in connection with Federal Aid Project No. I-82-8(5)351 [I-67(9)].

This work is necessary to prevent washing and erosion at the ends of the Benson Creek Structure. This work was not anticipated. This order covers placing the riprap only.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
MAY 15 1958
FOR FILING
I-([illegible])
5372

May 14, 1958

Mr. C. C. Volk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224, 238, supplemental, covering seeding and mulching on the Baker County Line-Olds Ferry Section of the Old Oregon Trail Highway in Malheur County, Contract No. 5372, in connection with Federal Aid Project No. I-67(9).

The original Order for State Force Work covering seeding and mulching on this project was approved by you April 14, 1958. Since that time the areas have been restaked in the field and it is now estimated that there will be an overrun of 25%.

This supplemental order is to cover the estimated overrun.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

RECEIVED
MAY 6 1958
FOR FILING

I-67(9)

5072

May 6, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Re: Olds Ferry-Baker County Line
Old Oregon Trail Highway
Contract No. 5072
Project I-82-8(5)351 (I-67(9))

Reference is made to your letter of April 30 in which you comment upon the location that the contractor has chosen for obtaining his crushed materials to be used for the surfacing of the subject job.

Although the specifications for this job named a source 1.15 miles easterly from Station 2542 as being satisfactory, the specifications did not restrict the contractor to the use of this source. He instead elected to manufacture the materials from a source one-half mile westerly from Station 197. In order to secure materials which will pass from this quarry it will be necessary that the contractor take the material on a very selective basis. This has been called to his attention, and we are currently keeping an inspector at this plant during all the hours of operation in order to insure that only material which will pass all specifications is used in the production of the crushed material.

There is good material in this quarry, and I attach hereto Laboratory Report No. 439660, which shows that the same is suitable for use. It is our intention to keep a very close check on the rock produced from this source. The contractor has been put on notice that, if acceptable rock cannot be produced from it, he will have to move his operations to a suitable source.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

LHY:jc me
Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards

# LABORATORY REPORT

[illegible]

[illegible] 5012 [illegible]

[illegible] Jan. 7, 57

[illegible]

[illegible] Jan. 29, 57

[illegible]

[illegible] 13.2

2.65

[illegible]

Note: This is the better material from quarry.

[illegible]

DISTRIBUTION

[illegible]

RECEIVED
APR [illegible]
FOR FILING
I-67(9)
08:35
5072

April 14, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project, Federal Aid No. I-67(9), Baker County Line - Olds Ferry Section of the Old Oregon Trail Highway, State contract No. 5072 - Order for State Force Work - Seeding and mulching — Estimated total cost $3,000 - Federal funds $2,700

Dear Sir:

We are approving the use of State forces as being in the public interest under the provisions of PPM 21-6.2 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has specialized equipment and trained personnel to perform the work most economically.

3. The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Polk,
Division Engineer

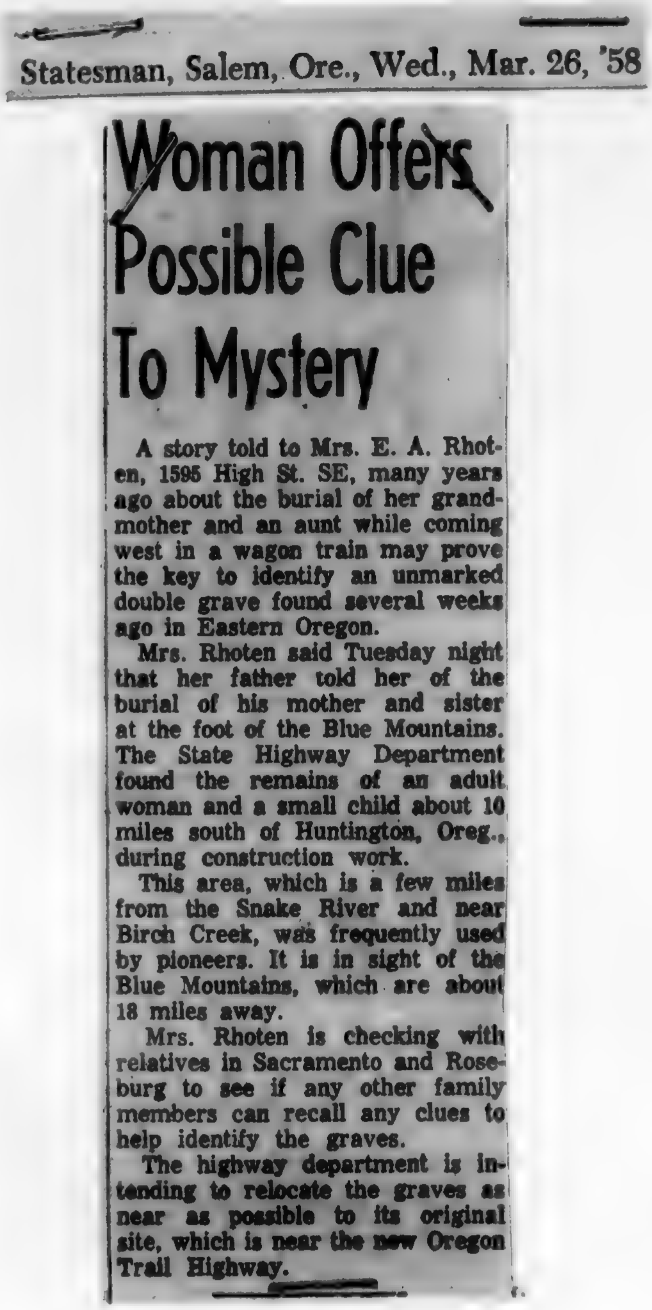
Original
to Mr Probert

[illegible]
FORREST COOPER

RECEIVED
MAR 26 1958
FOR FILING

[illegible]

5072



Statesman, Salem, Ore., Wed., Mar. 26, '58

# Woman Offers Possible Clue To Mystery

A story told to Mrs. E. A. Rhoten, 1595 High St. SE, many years ago about the burial of her grandmother and an aunt while coming west in a wagon train may prove the key to identify an unmarked double grave found several weeks ago in Eastern Oregon.

Mrs. Rhoten said Tuesday night that her father told her of the burial of his mother and sister at the foot of the Blue Mountains. The State Highway Department found the remains of an adult woman and a small child about 10 miles south of Huntington, Oreg., during construction work.

This area, which is a few miles from the Snake River and near Birch Creek, was frequently used by pioneers. It is in sight of the Blue Mountains, which are about 18 miles away.

Mrs. Rhoten is checking with relatives in Sacramento and Roseburg to see if any other family members can recall any clues to help identify the graves.

The highway department is intending to relocate the graves as near as possible to its original site, which is near the new Oregon Trail Highway.

RECEIVED
MAR 7 - 1958
FOR FILING
I-67(9)
5072

**OREGON STATE HIGHWAY DEPARTMENT**
**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
March 5th, 1958

**SUBJECT:**

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I have finally secured a report from the Division concerning the graves on the Baker County Line-Olds Ferry Section. It is attached hereto.

I recommend the material be turned over to Huntley and a news release issued.

Tom Edwards
Construction Engineer

TE:AR
Enc.

FORM [illegible]

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 3, 1958

SUBJECT: Unidentified Grave
Baker County Line-Olds Ferry Section
Old Oregon Trail

To:

Mr. Tom Edwards
Construction Engineer
Salem

This is in answer to your telephone request in regard to the grave disturbed by our grading operations on the Baker County Line-Olds Ferry Section.

While making the excavation for the summit cut on the frontage road at approximately Station 94+50, it was observed that several bones were included in the hauling vehicle.

Investigation was made immediately by the operator and later by our inspector. It was determined the bones were human bones, and consisting of one skull and the jaw bone of a much smaller size than the first. Also there were parts of two pelvic bones - one large and the other small, two upper leg bones, one large and one small, and two lower leg bones, one large and the other small.

The jaw bone was presumed to be that of an elderly woman due to its size, and condition of the teeth. There were only two and each of them had a large cavity.

The only other evidence was the presence of some small bits of wood too badly decayed to determine the kind or the purpose of its presence. Also there were two heel counters of two boots, one large and one small.

Local inquiries were made in an effort to establish the identification of the remains, but no one could shed any light as to their identity.

I then contacted our local coroner for advice on what procedure to follow in the reinterring of the remains. He advised me to make every reasonable effort to establish the identity of the individuals, if we were unable to do so he suggested that we bury the remains as close to the original grave site as possible and to mark the grave accordingly.

The Malheur County coroner was also contacted on the subject, but would not make any suggestions in the matter but referred us to the District Attorney who was unable to advise us in any way.

On February 14, 1958, our survey crew constructed a suitable box of plywood and solemnly reinterred the remains at a short distance westerly from the original grave so as to be free from further disturbance. A temporary squared cedar post now marks the grave.

I contacted Joseph O'Connor of Baker whom you suggested. He was very interested but could not shed any light on this particular grave. I also contacted a Mr. Insko, who while very much interested in the matter was unable to offer any tangible help in the identification. I have not as yet been able to contact Mrs. Pansey Buchanan of Baker, but may be able to do so on my next trip to Baker.

There has been some suggestions as to the possibility of this grave having some connection with the Sinker Creek massacre. This, however, does not conform to the official report of Captain Frederick D. Dent who was in charge of the rescue party. This reads as follows:

> "The daylight was nearly gone, but the search continued, and when he proceeded to within two miles of the camp he had left on Burnt river, he came on, at a short distance from the road, and in the sage brush a scene of horror, murder and mutilation, only to be found where the warhoop has signaled the scalping knife's deadly work. Gleaming in the moonlight, dead, stripped and mutilated, lay the bodies of eight persons. They were identified by Mr. Smith as Alexander Van Ornum, his wife, Abigail Van Ornum, and his son, Marcus Van Ornum, Minerva Van Ornum, Lucinda Van Ornum, Charles Utter, Henry Utter and Samuel Gleason. Mrs. Van Ornum had been whipped, scalped and otherwise abused by the murderers. Mr. Van Ornum, Marcus Van Ornum and Gleason had their throats cut and besides were pierced by numerous arrows. They appeared to have been dead from four to six days; the wolves had not yet molested them."

He further reported that eight of the ten members of the party were buried in a common grave near the road. The other two a girl 14, and a boy 12 were apparently taken prisoners by the indians.

The location of the grave disturbed by our construction would be approximately 3½ miles from Burnt River and at least ½ mile from the Old Emigrant Road. Therefore, it is quite evident that it has no connection with the Sinker Creek affair.

Should I find anything which would shed any light on the identification of the two individuals I will advise.

E. G. Bickmore
Assistant Division Engineer

EGB:gb

On February 14, 1958, our survey crew constructed a suitable box of plywood and solemnly reinterred the remains at a short distance westerly from the original grave so as to be free from further disturbance. A temporary squared cedar post now marks the grave.

I contacted Joseph O'Connor of Baker whom you suggested. He was very interested but could not shed any light on this particular grave. I also contacted a Mr. Tasho, who while very much interested in the matter was unable to offer any tangible help in the identification. I have not as yet been able to contact Mrs. Pansey Buchanan of Baker, but may be able to do so on my next trip to Baker.

There has been some suggestions as to the possibility of this grave having some connection with the Sinker Creek massacre. This, however, does not conform to the official report of Captain Frederick T. Dent who was in charge of the rescue party. This reads as follows:

> "The daylight was nearly gone, but the search continued, and when he proceeded to within two miles of the camp he had left on Burnt river, he came on, at a short distance from the road, and in the sage brush a scene of horror, murder and mutilation, only to be found where the warhoop has signaled the scalping knife's deadly work. Gleaming in the moonlight, dead, stripped and mutilated, lay the bodies of eight persons. They were identified by Mr. Keith as Alexander Van Ornum, his wife, Abigail Van Ornum, and his son, Marcus Van Ornum, Minerva Van Ornum, Lucinda Van Ornum, Charles Utter, Henry Utter and Samuel Gleason. Mrs. Van Ornum had been whipped, scalped and otherwise abused by the murderers. Mr. Van Ornum, Marcus Van Ornum and Gleason had their throats cut and besides were pierced by numerous arrows. They appeared to have been dead from four to six days; the wolves had not yet molested them."

He further reported that eight of the ten members of the party were buried in a common grave near the road. The other two a girl 14, and a boy 12 were apparently taken prisoners by the indians.

The location of the grave disturbed by our construction would be approximately 33 miles from Burnt River and at least ½ mile from the Old Emigrant Road. Therefore, it is quite evident that it has no connection with the Sinker Creek affair.

Should I find anything which would shed any light on the identification of the two individuals I will advise.

E. G. Skidmore
Assistant Division Engineer

EGS:gb

RECEIVED
APR 7 1958
FOR FILING

I-67(9)

5072

March [illegible], 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. [illegible], [illegible] covering seeding and mulching on the Union County Line-Olds Ferry Section of the Old Oregon Trail Highway in Malheur County, Contract No. 5072, in connection with Federal Aid Project No. I-67(9).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The state has the necessary special equipment, operated by experienced crews, to do the work more economically than by special contract for the small amount involved.

Your approval of this order at agreed unit prices under the provisions of PPM [illegible]-6.3 is requested.

The total estimated amount of the order is $3,000 with Federal participation of $2,700.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmr

Contract 5072

| | | |
|---|---|---|
| Monthly Transaction No. 3-62<br>RECEIVED MAR 31 1958 | Form 2 (5-29-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS | Oregon |
| Project Report No. 8<br>FOR FILING | **FEDERAL-AID PROJECT AGREEMENT** | County **Malheur** |
| | | Project No. **I-67(9)** |

I-67(9)
5072

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
**Baker County Line-Olds Ferry Section, from approx. 1 mile south of the Baker Co. Line to north end of IN-FI-67(5) on US-30.**

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | 8/27/57 | - |
| Rights-of-Way | | |
| Construction | 10/16/57 | 2.3 |
| Other *(Specify)* | | |

FUNDS

| | |
|---|---|
| Estimated total cost of project $ 1,146,975.00 | Federal funds $ 796,000.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY COMMISSION**
(Official name of Highway Department)

By Chas H Reynolds
**Chairman, State Highway Commission**
(title)

By
**Member, State Highway Commission**
(title)

By W. K. Newman
**Member, State Highway Commission**
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

Date executed by Division Engineer **March 18, 1958**

RECOMMENDED FOR APPROVAL:
H. Allen
STATE HIGHWAY ENGINEER

USComm-DC 11169

# PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Baker County Line - Olds Ferry Section
Old Oregon Trail Highway
Malheur County

NATURE OF WORK:

Grade Pave and Structures

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5072 Rogers Constr. Inc. 10-31-57

DATE OF COMPLETION: 140 Workdays from 3-1-58

REMARKS:

Oregon State Highway Department

Federal Aid
Project No. I-67(9)

## BAKER COUNTY LINE-OLDS FERRY SECTION OF THE OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 31, 1957

| | | | |
|---|---|---|---|
| Type Code P.E.<br>Preliminary Engineering | All Required | $ | $ 40,000.00 |

Type Code 6201
Roadway (Sta. 73+70.79 to Sta. 196+56+03)(Contract No. 5072)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required (60%) | | 12,000.00 |
| Removal of Pavement | 4,000 | sq. yds. | 0.25 | 1,000.00 |
| Drainage Excavation, Unclassified | 1,220 | cu. yds. | 2.00 | 2,440.00 |
| General Excavation, Unclassified | 834,700 | cu. yds. | 0.45 | 375,615.00 |
| Short Overhaul | 2,819,000 | yd. sta. | 0.005 | 14,095.00 |
| Long Overhaul | 115,200 | C-yd.sta. | 0.30 | 34,560.00 |
| Finishing Roadbed and Slopes | 2.33 | miles | 500.00 | 1,165.00 |
| Rounding Cutbanks | 1,800 | lin. ft. | 0.10 | 180.00 |
| 18-inch Corrugated Metal Pipe | 170 | lin. ft. | 4.25 | 722.50 |
| 60-inch Corrugated Metal Pipe | 110 | lin. ft. | 30.00 | 3,300.00 |
| 18-inch Concrete Pipe | 770 | lin. ft. | 4.00 | 3,080.00 |
| 24-inch Concrete Pipe | 420 | lin. ft. | 5.75 | 2,415.00 |
| 30-inch Concrete Pipe | 170 | lin. ft. | 8.00 | 1,360.00 |
| 48-inch Concrete Pipe | 170 | lin. ft. | 15.00 | 2,550.00 |
| 6-inch Coated Steel Pipe, 14 Gage | 600 | lin. ft. | 2.00 | 1,200.00 |
| 6-inch Gate Valve | 1 | only | 125.00 | 125.00 |
| Concrete End Basins | 2 | cu. yds. | 100.00 | 200.00 |
| Metal Guard Rail | 10,800 | lin. ft. | 2.50 | 27,000.00 |
| Metal Median Barrier | 13,000 | lin. ft. | 3.65 | 47,450.00 |
| Metal Sight Posts | 40 | only | 2.50 | 100.00 |
| Type 1 Fence | 1,130 | rods | 4.00 | 4,520.00 |
| 14' x 48" Metal Gate | 2 | only | 50.00 | 100.00 |
| 1½-inch Electrical Conduit | 220 | lin. ft. | 1.25 | 275.00 |
| Coarse Crushed Material in Base | 52,200 | cu. yds. | 1.95 | 101,790.00 |
| 3/4" - 0 Material in Base | 10,600 | cu. yds. | 1.95 | 20,670.00 |
| Sprinkling | 2,250 | M-gals. | 2.00 | 4,500.00 |
| Preparation of Base | 2.33 | miles | 600.00 | 1,398.00 |
| 3/4" - 0 Material in Binder Course | 860 | cu. yds. | 3.00 | 2,580.00 |
| MC-2 Asphalt | 138 | tons | 52.00 | 7,176.00 |
| Asphaltic Concrete Mixture | 18,200 | tons | 3.85 | 70,070.00 |
| 85-100 Asphalt in Mixture | 1,092 | tons | 41.00 | 44,772.00 |
| Asphaltic Concrete Traffic Markers | 1,150 | lin. ft. | 1.00 | 1,150.00 |
| Furnishing and Placing Aggregates | 1,080 | cu. yds. | 4.00 | 4,320.00 |
| 120-150 Asphalt | 82 | tons | 51.00 | 4,182.00 |
| RS-1 Asphalt in Shoulder Oiling | 24 | tons | 55.00 | 1,320.00 |
| Loose Riprap | 32,900 | cu. yds. | 1.75 | 57,575.00 |
| Class "A" Concrete in Box Culvert | 170 | cu. yds. | 50.00 | 8,500.00 |
| Metal Reinforcement in Box Culvert | 29,400 | lbs. | 0.13 | 3,822.00 |
| | | | | $869,277.50 |

|  |  |  |  |
|---|---|---|---|
| Flagging (57½% of Contractor's Cost) | All Required |  | $ 3,000.00 |
| Work by Malheur Home Telephone Co. | All Required |  | 402.00 |
| Work by Idaho Power Co. | All Required |  | 11,611.00 |
|  | Subtotal |  | $884,290.50 |
|  | 10% Engr. & Cont. |  | 88,429.05 |
|  | Total |  | $972,719.55 |

Type Code X028
Birch Creek Culvert (Sta. 118+56.7 to Sta. 118+91.3)(Contract No. 5072)

|  |  |  |  |
|---|---|---|---|
| Removal of Old Bridge | All Required |  | $ 1,000.00 |
| Structural Excavation | 900 cu. yds. | $4.00 | 3,600.00 |
| Class "A" Concrete | 1,660 cu. yds. | 50.00 | 83,000.00 |
| Metal Reinforcement | 265,000 lbs. | 0.13 | 34,450.00 |
|  | Subtotal |  | $122,050.00 |
|  | 10% Engr. & Cont. |  | 12,205.00 |
|  | Total |  | $134,255.00 |

Length of Roadway - - - - - - - - - - - - 2.320 Miles
Length of Structure - - - - - - - - - - - 0.007 Mile
Total Length- - - - - - - - - - - - - - 2.327 Miles
Cost of Roadway Per Mile- - - - - - - - $419,275.66

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | Idaho Power Co. Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 40,000.00 | $ 36,000.00 | $ 4,000.00 | $ - - |
| Roadway | 972,719.55 | 667,600.00 | 55,093.55 | 250,026.00 |
| Structure | 134,255.00 | 92,400.00 | 7,759.90 | 34,095.10 |
|  | $1,146,974.55 | $796,000.00 | $66,853.45 | $284,121.10 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-67(9)

## BAKER COUNTY LINE-OLDS FERRY SECTION OF THE OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon September 17, 1957

Type Code P.E.
Preliminary Engineering

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All Required | | | $ 40,000.00 |

Type Code 6201
Roadway (Sta. 73+70.79 to Sta. 196+56+03)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All Required (60%) | | | $ 3,000.00 |
| Removal of Pavement | 4,000 | sq. yds. | $.75 | 3,000.00 |
| Drainage Excavation, Unclassified | 1,220 | cu. yds. | 3.00 | 3,660.00 |
| General Excavation, Unclassified | 834,700 | cu. yds. | .65 | 542,555.00 |
| Short Overhaul | 2,819,000 | yd. sta. | .01 | 28,190.00 |
| Long Overhaul | 115,200 | C-yd. sta. | .40 | 46,080.00 |
| Finishing Roadbed and Slopes | 2.33 | miles | 1,500.00 | 3,495.00 |
| Rounding Outbanks | 1,800 | lin. ft. | .20 | 360.00 |
| 18-inch Corrugated Metal Pipe | 170 | lin. ft. | 5.00 | 850.00 |
| 36-inch Corrugated Metal Pipe, Nested Type | 220 | lin. ft. | 15.00 | 3,300.00 |
| 18-inch Concrete Pipe | 770 | lin. ft. | 4.50 | 3,465.00 |
| 24-inch Concrete Pipe | 420 | lin. ft. | 6.00 | 2,520.00 |
| 30-inch Concrete Pipe | 170 | lin. ft. | 7.50 | 1,275.00 |
| 48-inch Concrete Pipe | 170 | lin. ft. | 15.00 | 2,550.00 |
| 6-inch Coated Steel Pipe, 14 Gage | 600 | lin. ft. | 2.50 | 1,500.00 |
| 6-inch Gate Valve | 1 | only | 110.00 | 110.00 |
| Concrete End Basins | 1 | cu. yds. | 100.00 | 100.00 |
| Metal Guard Rail | 10,800 | lin. ft. | 3.00 | 32,400.00 |
| Metal Median Barrier | 13,000 | lin. ft. | 4.50 | 58,500.00 |
| Metal Sight Posts | 40 | only | 3.00 | 120.00 |
| Type 1 Fence | 1,130 | rods | 3.75 | 4,237.50 |
| 14'x48" Metal Gate | 2 | only | 85.00 | 170.00 |
| 1½-inch Electrical Conduit | 220 | lin. ft. | 1.75 | 385.00 |
| Coarse Crushed Material in Base | 52,200 | cu. yds. | 2.15 | 112,230.00 |
| 3/4" - 0 Material in Base | 10,600 | cu. yds. | 2.40 | 25,440.00 |
| Sprinkling | 2,250 | M-gals. | 3.00 | 6,750.00 |
| Preparation of Base | 2.33 | miles | 350.00 | 815.50 |
| 3/4" - 0 Material in Binder Course | 860 | cu. yds. | 3.75 | 3,225.00 |
| MC-2 Asphalt | 138 | tons | 48.00 | 6,624.00 |
| Asphaltic Concrete Mixture | 18,200 | tons | 4.00 | 72,800.00 |
| 85-100 Asphalt in Mixture | 1,092 | tons | 38.00 | 41,496.00 |
| Asphaltic Concrete Traffic Markers | 1,150 | lin. ft. | 1.00 | 1,150.00 |
| Furnishing and Placing Aggregates | 1,080 | cu. yds. | 3.75 | 4,050.00 |
| 120-150 Asphalt | 82 | tons | 48.00 | 3,936.00 |
| RS-1 Asphalt in Shoulder Oiling | 24 | tons | 50.00 | 1,200.00 |
| Loose Riprap | 32,900 | cu. yds. | 3.00 | 98,700.00 |
| | | | | $1,120,239.00 |

| | | | |
|---|---|---|---|
| Flagging (57½% of Contractor's Cost) | All Required | | $ 3,000.00 |
| Moving Telephone and Power Lines | All Required | | 16,000.00 |
| | Subtotal | | $1,139,239.00 |
| | 10% Engr. & Cont. | | 113,923.90 |
| | Total | | $1,253,162.90 |

Type Code X028
Birch Creek Culvert (Sta. 118+56.7 to Sta. 118+91.3)

| | | | |
|---|---|---|---|
| Removal of Old Bridge | All Required | | $ 1,000.00 |
| Structural Excavation | 900 cu. yds. | $4.00 | 3,600.00 |
| Class "A" Concrete | 1,660 cu. yds. | 70.00 | 116,200.00 |
| Metal Reinforcement | 265,000 lbs. | .13 | 34,450.00 |
| | Subtotal | | $ 155,250.00 |
| | 10% Engr. & Cont. | | 15,525.00 |
| | Total | | $ 170,775.00 |

| | |
|---|---|
| Length of Roadway . . . . . . . . . | 2.320 miles |
| Length of Structure . . . . . . . . | 0.007 mile |
| Length, Total . . . . . . . . . . . | 2.327 miles |
| Cost of Roadway, per mile . . . . | $540,156.42 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | Idaho Power Co. Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 40,000.00 | $ 36,000.00 | $ 4,000.00 | $ - - |
| Roadway | 1,253,162.90 | 925,000.00 | 78,116.90 | 250,046.00 |
| Structure | 170,775.00 | 127,000.00 | 9,699.90 | 34,075.10 |
| | $ 1,463,937.90 | $ 1,088,000.00 | $91,816.80 | $284,121.10 |

Oregon State Highway Department

Federal Aid
Project No. I-67(9)

## BAKER COUNTY LINE-OLDS FERRY SECTION OF THE OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon October 21, 1957

### Type Code P. E.

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All | Required | | $ 40,000.00 |

### Type Code 6201
### Roadway (Sta. 73+70.79 to Sta. 196+56+03)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required (60%) | | $ 3,000.00 |
| Removal of Pavement | 4,000 | sq. yds. | $ .75 | 3,000.00 |
| Drainage Excavation, Unclassified | 1,220 | cu. yds. | 3.00 | 3,660.00 |
| General Excavation, Unclassified | 834,700 | cu. yds. | .65 | 542,555.00 |
| Short Overhaul | 2,819,000 | yd. stas. | .01 | 28,190.00 |
| Long Overhaul | 115,200 | C-yd. stas. | .40 | 46,080.00 |
| Finishing Roadbed and Slopes | 2.33 | miles | 1,500.00 | 3,495.00 |
| Rounding Cutbanks | 1,800 | lin. ft. | .20 | 360.00 |
| 18-inch Corrugated Metal Pipe | 170 | lin. ft. | 5.00 | 850.00 |
| 60-inch Corrugated Metal Pipe | 110 | lin. ft. | 32.00 | 3,520.00 |
| 18-inch Concrete Pipe | 770 | lin. ft. | 4.50 | 3,465.00 |
| 24-inch Concrete Pipe | 420 | lin. ft. | 6.00 | 2,520.00 |
| 30-inch Concrete Pipe | 170 | lin. ft. | 7.50 | 1,275.00 |
| 48-inch Concrete Pipe | 170 | lin. ft. | 15.00 | 2,550.00 |
| 6-inch Coated Steel Pipe, 14 Gage | 600 | lin. ft. | 2.50 | 1,500.00 |
| 6-inch Gate Valves | 1 | only | 110.00 | 110.00 |
| Concrete End Basins | 2 | cu. yds. | 100.00 | 200.00 |
| Metal Guard Rail | 10,800 | lin. ft. | 3.00 | 32,400.00 |
| Metal Median Barrier | 13,000 | lin. ft. | 4.50 | 58,500.00 |
| Metal Sight Posts | 40 | only | 3.00 | 120.00 |
| Type 1 Fence | 1,130 | rods | 3.75 | 4,237.50 |
| 14' x 48" Metal Gate | 2 | only | 85.00 | 170.00 |
| 1½-inch Electrical Conduit | 220 | lin. ft. | 1.75 | 385.00 |
| Coarse Crushed Material in Base | 52,200 | cu. yds. | 2.15 | 112,230.00 |
| 3/4" - 0 Material in Base | 10,600 | cu. yds. | 2.40 | 25,440.00 |
| Sprinkling | 2,250 | M-gals. | 3.00 | 6,750.00 |
| Preparation of Base | 2.33 | miles | 350.00 | 815.50 |
| 3/4" - 0 Material in Binder Course | 860 | cu. yds. | 3.75 | 3,225.00 |
| MC-2 Asphalt | 138 | tons | 48.00 | 6,624.00 |
| Asphaltic Concrete Mixture | 18,200 | tons | 4.00 | 72,800.00 |
| 85-100 Asphalt in Mixture | 1,092 | tons | 38.00 | 41,496.00 |
| Asphaltic Concrete Traffic Markers | 1,150 | lin. ft. | 1.00 | 1,150.00 |
| Furnishing & Placing Aggregates | 1,080 | cu. yds. | 3.75 | 4,050.00 |
| 120-150 Asphalt | 82 | tons | 48.00 | 3,936.00 |
| RS-1 Asphalt in Shoulder Oiling | 24 | tons | 50.00 | 1,200.00 |

| | | | |
|---|---|---|---|
| Loose Riprap | 32,900 cu. yds. | 3.00 | $98,700.00 |
| Class "A" Concrete in Box Culvert | 170 cu. yds. | 65.00 | 11,050.00 |
| Metal Reinforcement in Box Culvert | 29,400 lbs. | .14 | 4,116.00 |
| | | | $1,135,725.00 |
| Flagging (57½% of Contractor's Cost) | All Required | | 3,000.00 |
| Moving Telephone and Power Lines | All Required | | 16,000.00 |
| | Subtotal | | $1,154,725.00 |
| | 10% Engr. & Cont. | | 115,472.50 |
| | Total | | $1,270,197.50 |

Type Code X028
Birch Creek Culvert (Sta. 118+56.7 to Sta. 118+91.3)

| | | | |
|---|---|---|---|
| Removal of Old Bridge | All Required | | $ 1,000.00 |
| Structural Excavation | 900 cu. yds. | 4.00 | 3,600.00 |
| Class "A" Concrete | 1,660 cu. yds. | 70.00 | 116,200.00 |
| Metal Reinforcement | 265,000 lbs. | .13 | 34,450.00 |
| | Subtotal | | $155,250.00 |
| | 10% Engr. & Cont. | | 15,525.00 |
| | Total | | $170,775.00 |

| | |
|---|---|
| Length of Roadway | 2.320 miles |
| Length of Structure | 0.007 mi. |
| Total Length | 2.327 miles |
| Cost of Roadway per mile | $547,498.92 |

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | Idaho Power Co. Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 40,000.00 | $36,000.00 | $ 4,000.00 | - - |
| Roadway | 1,270,197.50 | 942,000.00 | 78,151.50 | $ 250,046.00 |
| Structure | 170,775.00 | 127,000.00 | 9,699.90 | 34,075.10 |
| | $1,480,972.50 | $1,105,000.00 | $91,851.40 | $ 284,121.10 |

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Form A-108—5M—5-45

I-67(9)

5072

OREGON STATE HIGHWAY DEPARTMENT

# Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name Baker Co. Line - Olds Ferry Date March 4, 1958

Highway Old Oregon Trail Contract No. 5072 F. A. Project No. I-67(9)

County Malheur Prefix 23-1077 Account No. 224, 238

Description of Work To Be Done:

Grass seeding, fertilizing and mulching to be done by state erosion control crews on cut and fill slopes throughout project where required as protection against wind erosion.

Location by Station Numbers:

Between Stations 73+70.79 and 196+56.03 (excluding rock cuts and fills).

Estimate of Quantities and Costs:

| | |
|---|---|
| 12 acres seeding @ $50/acre | $ 600 |
| 12 acres mulching @ $200/acre | 2400 |
| | $3000 |

Materials to be used per acre:

| | |
|---|---|
| mixed grass seed | 25 lbs. |
| fertilizer | 400 lbs. |
| straw or hay | 2 tons |

Explanation: The state is equipped to perform this work with specialized equipment at substantial savings to the taxpayer. This work has not been done. Funds required are available in the contingency fund of the approved authorization. Equipment rates to be in accordance with established standard schedule.

**INSTRUCTIONS**

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

| | | Space to right of this line is for use of Salem Office |
|---|---|---|
| Project authorization | $1,372,638.94 | |
| Present estimate of project cost, including $3,000 for work under this order | $1,372,638.94 | |
| Expected under-run / over-run (amount) | $ | |
| Expected under-run / over-run (per cent) | | |

Submitted by: R R Cameron
Resident Engineer

Approval Recommended: L. W. 
Construction—Bridge—Engineer

Approval Recommended:
Division Engineer

Approved:
Deputy Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Assistant State Highway Engineer.

State Printing 85813

Duplicate Copy

|  | UNIT | LABOR | MATERIAL | EQUIPMENT | TOTAL |
|---|---|---|---|---|---|
| Seeding & Fertilizing | acre | 15.00 | 27.50 | 7.50 | $ 50 |
| Mulching | acre | 90.00 | 80.00 | 30.00 | 200 |

Federal Participation to be on agreed unit price basis.

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FEB 1 [illegible] 1958

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5072

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
February 14, 1958

SUBJECT: Baker County Line-
Olds Ferry Section
Old Oregon Trail Highway
Contract No. 5072
R/W File 23884 - Grace

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Herewith a copy of a letter from Right of Way Engineer Porter in which he informs us that he will be unable to eliminate the access for C. C. and Anna Grace as set forth in the subject named right of way file and other people who have an interest in the access. The names of the other people having an interest in this access are not known, but it is thought that a very real interest exists by reason of long usage.

Mr. Porter has requested that we build a frontage road connecting the Grace access with the Turner Underpass. Will you please make an immediate determination as to whether this can be done and give us an estimate of cost along with a plan and profile showing the proposed frontage road. You will note that Mr. Porter anticipates no difficulty in getting additional right of way along this proposed frontage road if such is necessary.

Please give us an early report on this matter.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

cc Forrest Cooper ✓
R. L. Porter

RECEIVED
FEB 14 1958
OFFICE OF
STATE HIGHWAY ENGINEER

/

# OREGON STATE HIGHWAY DEPARTMENT

[illegible]

[illegible]
[illegible]

[illegible] [illegible]
[illegible] County [illegible] Ferry Section
[illegible]
[illegible]

To: [illegible]
Construction [illegible]
[illegible]

[illegible] State in [illegible], reserved [illegible] a right of access over [illegible]

We have been [illegible] in [illegible] a settlement [illegible] to eliminate this access. However, [illegible] it is not practicable to eliminate.

Under the terms of the original right of way settlement, it is possible to [illegible] direct access by providing a frontage road. I understand that the cost of this frontage road, which would lead to the [illegible] overpass, has been estimated at somewhat less than [illegible].

Because of the actual impossibility of eliminating all of the [illegible] to this access, it is recommended that the State proceed to construct this frontage road. Should additional right of way be necessary upon which to place the frontage road, no difficulty is anticipated in [illegible].

R. [illegible] Porter

R. [illegible] PORTER
Chief of [illegible] Engineer

[illegible]
[illegible]
[illegible]

CONSTRUCTION DIVISION
RECEIVED
DATE [illegible]

[illegible]

P/s [illegible]

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FEB 3 - 1958
FOR FILING

January 31, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering salvaging guard rail on the Baker County Line-Olds Ferry Section of the Old Oregon Trail Highway in Malheur County, Contract No. 5072, in connection with Federal Aid Project No. I-67(9).

This work is anticipated and noted on the construction plans to be done by State forces. The work is necessary to clear the way for construction.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DHP:ia

Encl.

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JAN 22 1958
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5072

FORM E-30X—37,500—6-57—6184

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SUBJECT:

Salem, Oregon
January 20, 1958

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

The subcontract between Rogers Construction Company and Babbitt Construction Company, Inc. covering items 43 through 48 inclusive and 50 through 52 inclusive on the Baker County Line-Olds Ferry Contract, No. 5072, Oregon I-67 (9) is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmh

cc: Forrest Cooper
C. G. Polk (2)

RECEIVED
JAN 21 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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JAN 20 1958
FOR FILING

I-67 (9)

5072

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SUBJECT:

Salem, Oregon
January 20, 1958

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

The subcontract between the Rogers Construction Company and the Mc Waters Construction Company covering Items 24 through 28 inclusive on the Baker County Line-Olds Ferry Contract, No. 5072, Oregon I-67 (9) is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmh

cc: Forrest Cooper
C. G. Polk (2)

RECEIVED
JAN 20 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 13 1958
FOR FILING

I-67(9)

5072

January 13, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering salvaging and re-establishing irrigation pipes on the Baker County Line-Olds Ferry Section of the Old Oregon Trail Highway in Malheur County, Contract No. 5072, in connection with Federal Aid Project No. I-67(9).

It is necessary to remove and re-establish irrigation pipes crossing the highway at approximately Station 81+70 for grading. This work is anticipated and shown on the plans as "Extra Work". Satisfactory unit prices could not be obtained from the contractor, but he will do it on force account basis.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmr

SUBJECT:

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**MALHEUR HOME TELEPHONE COMPANY**
EXCHANGES: ONTARIO, NYSSA, VALE, OREGON

A. E. DOAN, President
GEORGE H. STEINHAUSER, Vice-President
J. W. HECKMAN, General Manager
LILLIAN F. LEVITT, Sec'y-Treas.
H. M. HECKENLIVELY, Auditor

I 1774)

5772

Edwards

December 26, 1957
Ontario, Oregon

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Mr. Williams:

This refers to the letter of December 10th issured by Mr. W. C. Williams, Oregon State Highway, authorizing billing for the moving of three poles in the Boise-Huntington Toll line in Malheur and Baker counties.

We are forwarding herewith a copy of a tabulation showing the breakdown of estimated costs into the components specified by B.P.R. G.M-300.

Please advise us in case there is any question concerning this information.

Very truly yours,

M. E. Doan
Manager

## BOISE-HUNTINGTON TOLL LINE

## POLES #3572-3575 & #3621-3627

Estimated expense to be incurred in connection with rearranging the Boise-Huntington Toll line to clear the realigning and widening of U.S. Highway #30.

Oregon Highway Project No. I-67 (9) in Baker and Malheur counties in Oregon. Billing based on G.A.M. #300.

| | |
|---|---|
| 1. Labor Costs | $ 172.43 |
| (a) Work time | 11.54 |
| (b) Vacation and Holiday allowance | |
| | 4.70 |
| 2. Social Security taxes | |
| | 11.54 |
| 3. Relief and Pension | |
| 4. Administration | 11.82 |
| (a) State and General Plant | 10.54 |
| (b) Legal and General | |
| | 7.26 |
| 5. Small tool Expense | |
| | 8.69 |
| 6. Rents and Other | |
| | 1.85 |
| 7. Employees Compensation | |
| | 56.97 |
| 8. Traveling and Other Expense | |
| 9. Material and Supplies | 87.82 |
| (a) Material used | 10.25 |
| (b) Handling costs | 11.66 |
| (c) Transportation for Material Used | .28 |
| (d) Transportation for Material Recovered | (15.80) |
| (e) Material Recovered | |
| | 10.45 |
| 10. Right of Way | |
| | $402.00 |
| Total | |

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5072

Salem, Oregon
December 16, 1957

Contract No. 5072

MEMORANDUM TO THE FILE:

On December 2, 1957, Rogers Construction, Inc. sent a letter to our Resident Engineer, R. R. Cameron, in which it was claimed that the right of way was not cleared on the Baker County Line-Olds Ferry Section. The letter stated that there was a house in the way of construction. I discussed this matter by telephone with Mr. McInroe December 10, and he informed me that they had worked out an agreement with the property owner whereby he would have the house removed from the premises by the 17th of December and that they were now able to work and would make no claim for additional compensation if the house is removed by the 17th of December.

Forrest Cooper

FC:me

cc Mr. Tom Edwards
Mr. R. L. Porter

December 2, 1957

Mr. R. R. Cameron
Resident Engineer
Oregon State Highway Dept.
Ontario, Oregon

Subject: Contract No. 5072
Baker County Line-Olds Ferry Section
Old Oregon Trail and Olds Ferry-Ontario Highway

Dear Mr. Cameron:

The above job was awarded to us on October 31, 1957. It is now one month later and we still do not have the right-of-way clearance so that we can proceed on the job in a workman-like manner--we have to jump here and there to start the job which is not in accordance with our plans, in fact, it is more costly to us.

You did not have your fences in as you were supposed to have before the job was started. We had to make peace with the farmers so that we could proceed with the job. You still have a house on the right-of-way and I understand it will be at least another ten days before it will be moved. As the jobs are set up on a time limit, we believe it is not more than right that these rights-of-way be settled before awarding the jobs as it always creates an unfair condition to the job and to ourselves with the State being involved. I might say that you have done everything in your power to help speed up the job but it seems it reverts back to the Right-of-Way Department.

I want to warn you that we might put in a claim for additional costs and additional time for the delays created through no fault of ours as we have had equipment in there and at all times have had men and more equipment ready to work when and if we are able to use it.

Respectfully yours,

ROGERS CONSTRUCTION, INC.

W. R. Rogers

WRR/ec
cc: A. F. Parsons
Tom Edwards✓

Copy to Cooper
E

RECEIVED
DEC 5 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 20 1957
FOR FILING

I-(80N)

5078

FORM 830—50M—2-57—1476

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 13th, 1957

**SUBJECT:**

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Some time ago you discussed with me the need to eliminate the so-called Grace interchange at the Olds Ferry interchange. We studied a plan of constructing a frontal road or shoofly road to bring the access in at an interchange point. The cost was $25,000.

The Right of Way Division advises me they are able to purchase the Grace access for $5,000 plus removal and reinstallation of a cattle guard. Grace is to make his own arrangements for access across a neighbor's property and to construct his own road. I recommend this as a very cheap solution.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR

NOTED
FORREST COOPER

RECEIVED
DEC 13 1957
OFFICE OF
STATE HIGHWAY ENGINEER

VED
B 13 1956
FOR FILING

FORM K-20X—27,500—2-55—62987

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 15th, 1956

SUBJECT: Olds Ferry-Ontario Section
Old Oregon Trail Highway

To: Mr. A. F. Parson
Division Engineer
State Highway Department
LaGrande, Oregon

NOTED
W. C. WILLIAMS

For some time we have been discussing the matter of providing access for Mr. Grace in the vicinity of the Olds Ferry interchange. A sketch was recently submitted to you along with a letter from Young dated January 9th, 1956, the latest communication on the subject being a letter from Bickmore dated February 7th in which he states that Mr. Grace is not interested in any alternate scheme for connecting his road to the main highway; therefore, while it is not the most desirable thing, we should proceed with the plan sent to you earlier with this exception.

We should substitute a connection between the B and L lines as shown on the attached sketch to make reverse movements from west to east to west ~~if~~ possible rather than the extremely short and hazardous connection shown on the plan sent you which allowed for back turning movements from the B to the A line immediately east of the structure. While the movements should be extremely few, circumstances seem to have forced us to make provision for all turning movements in this interchange. Therefore, we should provide for as safe movement of vehicles as possible. I consider the short reversing movement from the structure on the B line to the A line to be extremely hazardous due to its location, short radius of curvature and the fact that it is blinded by curve and structure.

Please proceed as outlined herein.

Forrest Cooper
Construction Engineer

FC:AR
Enc.

cc to: W. C. Williams
F. B. Crandall

RECEIVED
FEB 15 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 16 1957
FOR FILING

I-67(9)

5072

December 12, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the state's share of flagging costs on the Baker County Line-Olds Ferry Section of the Old Oregon Trail and Olds Ferry-Ontario Highways in Malheur County, Contract No. 5072, in connection with Federal Aid Project No. I-67(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

RECEIVED
DEC 11 1957
FOR FILING
5072

December 10, 1957

605

Mr. Murrel E. Dean, Manager
Malheur Home Telephone Company
70 S. W. Third Avenue
Ontario, Oregon

Re: Telephone Line Adjustment
Baker County Line-Olds Ferry
Old Oregon Trail Highway
Malheur County

Dear Mr. Dean:

In reply to your letter of November 15 in regard to the above-named project, we wish to inform you that the State is obligated to reimburse you for the moving of your three poles located in the area to be occupied by a frontage road between Stations 79 and 83. These poles were not listed in our letter to you of October 25, since at that time it was planned to construct this road on a later contract. A change in plans has been made, however, and a part of this frontage road will be constructed under the present contract. You are hereby authorized to bill us for the cost of relocating the above-named poles, excluding any salvage or betterments.

Payment to you is to be made under the terms of GAM-300. This memorandum requires that a preliminary estimate of cost be submitted, showing lump sum amounts for labor, materials, and miscellaneous expenses, with deductions for salvage and betterments. This estimate should be sent to Mr. E. M. Cameron, Box 402, Ontario, who is resident engineer on the project.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. J. W. DeSouza
Mr. A. F. Parson
Mr. E. M. Cameron

CHB:jc fn

**MALHEUR HOME TELEPHONE COMPANY**
EXCHANGES: ONTARIO, NYSSA, VALE, OREGON

M. E. DOAN, PRESIDENT
GEORGE N. STEINHAUER, VICE-PRESIDENT
J. W. HECKMAN, GENERAL MANAGER
LILLIAN F. LEVITT, SEC'Y-TREAS.
H. M. HECKENLIVELY, AUDITOR

REFERRED TO
Cooper
By State Highway Engineer

Ontario, Oregon
November 15, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

PLEASE RETURN TO
FORREST COOPER

Dear Mr. Williams:

This refers to Oregon Highway Project I-67(9) which necessitates the relocation of eight poles of the Boise-Huntington Toll Line in Malheur and Baker Counties in Oregon.

Of the total poles involved, three are located on private property and while we have no record of a formal right of way easement, the fact that the poles have been in the same location since 1929 provides adequate evidence that the land was occupied with the owner's consent. We therefore believe the Oregon Highway Department should bear the cost, estimated to be $402, of relocating these three poles. Final billing, of course, will reflect actual costs based on Bureau of Public Roads Menorandum 300.

The three poles on private property are not specifically shown to be removed on the highway center line drawing, but that their relocation is nonetheless made necessary by the highway construction.

Yours truly,

M E Doan
Murrel E. Doan, Manager

MED/fl

RECEIVED
NOV 18 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 27 1957
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 26, 1957

Idaho Power Company
1220 Idaho Street
Boise, Idaho

Re: Idaho Power Co.
Power Line Adjustments
Baker Co. Line-Olds Ferry Section
Old Oregon Trail Highway
Malheur County

Gentlemen:

Bids were received on the above titled project on October 31, 1957, and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction. The work to be done and the status of the rights of present location of the facilities have been given to me as follows:

A pole line on the southwesterly side of the existing highway at Benson Creek must be relocated due to the construction of a detour road. The adjustment involves the moving of 7 poles, of which 6 are on State right of way under the terms of Permit #2728, dated March 10th, 1948, and the other pole is on private property apparently without recorded easement.

A single pole located on the southwesterly side of the highway near Station 73 must be moved. This pole is located on State Highway right of way under the terms of Permit #2728, dated March 10th, 1948.

A line crossing the highway near Station 82 must be adjusted. This adjustment involves the moving of one pole, which is on State Highway right of way under the terms of Permit #490, dated June 9th, 1931.

A line along the southwesterly side of the highway between Station 100 and Station 120 must be moved. This distribution line was constructed on private property under the terms of an easement recorded in Book 74, Page 266, and on private property by verbal permission of the property owned (Tacke).

A transmission line tower near Station 139 must be replaced due to undercutting. This tower is located on U. S. Government property by a special use permit, as part of FPC Power Project #921.

A transmission line tower near Station 186 will need some adjustments to its guys. This tower is located on private property under an unrecorded easement, the date of which has not been determined.

A distribution line located 45 feet northeasterly of the transmission line must be relocated between Stations 130 and 150 and between Stations 182 and 189. This line was constructed on private property and U. S. Government property. The unrecorded easement for the crossing of private property was dated April 22nd, 1957, and the special use permit from the Bureau of Land Management is Serial #Oregon 05425.

As to those facilities which are located on rights of way under the jurisdiction of the State Highway Commission, it will be your obligation to rearrange such facilities without compensation by the State.

With regard to the other main facilities, it will be the obligation of the Highway Commission to reimburse you for the rearrangement costs, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with proper deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. R. R. Cameron, Resident Engineer, Box 402, Ontario, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Cameron.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. A. F. Parson
Mr. R. R. Cameron
Mr. F. W. Farrar
Mr. R. L. Porter

RECEIVED
NOV 26 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 1957
FOR FILING
OREGON DISTRICT
I 67 (9)
5-2

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

October 31, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5072 for Oregon Project I-67(9), Baker County Line-Olds Ferry Section of the Old Oregon Trail Highway, to Rogers Construction, Inc. of Portland, Oregon, low bidder in the amount of $1,192,223.50 at today's bid opening.

Very truly yours,

CG Polk
C. G. POLK
Division Engineer

RECEIVED
OCT 2[illegible] 1957
FOR [illegible]

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

62(9)

October 25, 1957

5072

Malheur Home Telephone Company
Box 127
Ontario, Oregon

Re: Malheur Home Telephone Company
Telephone Line Adjustments
Baker County Line-Olds Ferry
Old Oregon Trail Highway
Malheur County

Gentlemen:

Bids on the above-titled project will be received on October 31, 1957, and it appears that certain of your telephone lines must be adjusted in order to accommodate the highway construction. The work to be done has been given to me as follows:

A line crossing the existing highway near Station 2563 must be adjusted due to the construction of the detour road and the raising of the grade. There are involved two telephone poles and a contact on a power pole which is located on State highway right of way by permit, but there is no record of any permit covering your telephone line facilities.

A service line crossing the existing highway near Station 78 must be adjusted. This adjustment involves the moving of one pole located on State highway right of way for which there is no record of any permit to you.

A line along the northerly side of the existing highway near Station 85 must be moved. This adjustment involves the moving of one pole which is located on State highway right of way, and there is no record of any permit to you.

As all of your facilities appear to be located on State highway right of way, it will be necessary that you make the required changes without reimbursement, and it is requested that you proceed with the work as promptly as may be possible.

Further details may be secured from Mr. R. R. Cameron, Rand Building, Baker, who is resident engineer on the project.

Very truly yours,

NOTED
FORREST COOPER

JW. DeSOUZA
Assistant Counsel

RECEIVED
OCT 28 1957
OFFICE OF
STATE HIGHWAY ENGINEER

JWD:RN
cc: Mr. Forrest Cooper, Mr. L. H. Young, Mr. R. R. Cameron & Mr. F. W. Farrar
Mr. A. F. Parson

RECEIVED
OREGON DISTRICT

I-67(9)

08-35
5672

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 16, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-67(9)
Baker County Line-Olds Ferry Sec.,
Old Oregon Trail Highway

Dear Sir:

We have today approved P. S. and E. documents, subject project. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

RECEIVED
OCT 17 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

I-67(9)
08-35
5672

October 16, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-67(9)
Baker County Line-Olds Ferry Sec.,
Old Oregon Trail Highway

Dear Sir:

We have today approved P. S. and E. documents, subject project. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
OCT 17 1957
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

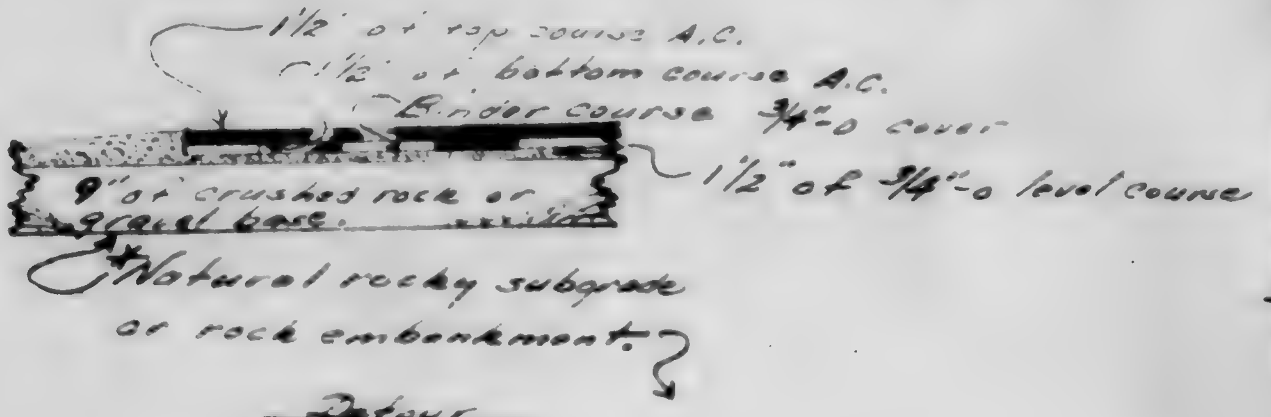
(Dinnerknot) Highway [illegible] County Malheur Prefix

Total 7.42 Length of Project Miles. West Sta. [illegible]+00 East to Sta. 376+77 Date 7-26-57

Net - 4.43 Approx. Approx.

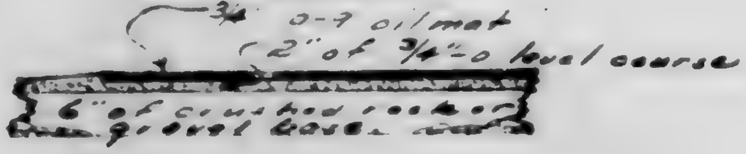
**TYPICAL SECTIONS** Traffic Classi - M-H Detour - Light Traffic

New Work



1½" of top course A.C.
1½" of bottom course A.C.
Binder course ¾"-0 cover
1½" of ¾"-0 level course
9" of crushed rock or gravel base.
*Natural rocky subgrade or rock embankment.

Detour



¾" 0-¾ oil mat
2" of ¾"-0 level course
6" of crushed rock or gravel base.

| Required Base & Wear | | Designed Base & Wear | | |
|---|---|---|---|---|
| Crushed | Not Crushed | Exist. Surf. Allow. | New Work | |
| | | | 3 | A.C. |
| *13½ | | | [illegible] | |
| Detour | | | | |
| | | | ¾<br>2<br>6 | 0-¾<br>[illegible] |
| | | | [illegible] | |

**PROPOSED MATERIAL SOURCES**

| Location | Lab. No. | S.G. | Type of Material | Max. Size | % Pass No. 4 Screen | % Pass No. 40 Screen | Abrasion Loss % | Sodium Sulphate Loss % | LL | PI | To be used for. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] M.P. 336.46 | [illegible] | [illegible] | Rock | — | — | — | 13.6 | 0.6 | [illegible] | 0 | [illegible] |

Submitted by [illegible]
[redacted]
Recommended by [illegible]
Construction Engineer

Recommended by [illegible]
Engineer of Materials
Approved by [illegible]
Deputy State Highway Engineer

I-324(18) Pacific Hwy. O'Xings 1957
Widening of Silverton Branch
#5073 of Main Line SPRR,

RECEIVED
FOR FILING
J-324[illegible]

file

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 11, 1958

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 5073 | 9 Final | Tom Lillebo Construction Company |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) (DATE) |
| 17902 | H219800 | $ 3,757.91 8-11-58 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

| | |
|---|---|
| Specified completion date: | 125 workdays from Nov. 17, 1957 |
| Time Extensions: | None |
| Completion Date: | June 16, 1958 |
| Date Accepted: | July 31, 1958 |
| Penalties: | None of record |
| Claims: | None of record |
| Remarks: | |

Date: Aug. 11, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
Floyd Query
By Floyd Query
Assistant Secretary

Warrant Mailed AUG 11 1958
GKW

NOTED ON CARD
am

1

RECEIVED
JUL 3 1958
FOR FILING

[illegible]

5073

July 29, 1958

**CERTIFIED MAIL**

Federal Insurance Company
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5073 for work performed on the Salem By-pass Section of Pacific Highway in Marion County was completed by the contractor, Tom Lillebo Construction Company, on June 16, 1958, but has not as yet been accepted by the Commission.

Final payment in the amount of $3,757.91 will be released to the contractor after acceptance by the Commission. The total contract amount is $95,963.77, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ds

cc: Federal Insurance Company
Bonding Department
320 California St.,
San Francisco 4, California

noted on card

Contract 5013

| | | |
|---|---|---|
| Monthly Transaction No.<br>2-48 | Fo 2<br>(5-29-57) | e<br>Oregon |
| | U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | County<br>Marion |
| Project Report No.<br>8 | FEDERAL-AID PROJECT AGREEMENT | Project No.<br>I-324(18) |

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Geer Branch and Main Line S.P.Railroad grade separation structures, approx. 3.6 miles and 6.5 miles south of junction with FA Rte. 3 north of Salem (US-99).

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | 9/12/57 | - |
| Rights-of-Way | | |
| Construction | 10/16/57 | 0.5 |
| Other *(Specify)* | | |

**FUNDS**

| Estimated total cost of project | Federal funds |
|---|---|
| $ 117,557.00 | $ 107,800.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(title)

By Mc Iver
Member, State Highway Commission
(title)

By
Member, State Highway Commission
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C F Polk
Division Engineer

Date executed by Division Engineer February 17, 1958

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11169

# PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Salem By-Pass Section (Structure)
Pacific Highway
Marion County

NATURE OF WORK:

Structures

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5073 5073 Tom Lillebo Constr. Co. 11-7-57

DATE OF COMPLETION: 125 workdays from 11-17-57

REMARKS:

Oregon State Highway Department

Federal Aid
Project No. I-324(18)

## SALEM BY-PASS SECTION (STRUCTURES) OF THE PACIFIC HIGHWAY IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon December 31, 1957

Type Code P. E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 3,000.00 |

Type Code X121
Silverton Branch R.R. Overcrossing (Station 237+84.50 to Sta. 238+94.50)(Contract #5073)

| | | | |
|---|---|---|---|
| Alter Existing Structure | All Required | | $ 2,500.00 |
| Structure Excavation | 120 cu. yds. | $9.00 | 1,080.00 |
| Furnish Steel Piling | 624 lin. ft. | 4.70 | 2,932.80 |
| Drive Steel Piles | 12 only | 70.00 | 840.00 |
| Furnish Treated Timber Piling | 1,200 lin. ft. | 1.25 | 1,500.00 |
| Drive Timber Piles | 48 only | 35.00 | 1,680.00 |
| Class "A" Concrete | 300 cu. yds. | 65.00 | 19,500.00 |
| Metal Reinforcement | 75,000 lbs. | .121 | 9,075.00 |
| 8-inch Metal Drain Pipe | 50 lin. ft. | 4.00 | 200.00 |
| | | | $39,307.80 |

Type Code X121
Main Line R.R. Overcrossing (Sta. 389+89.01 to Sta. 391+39.01)(Common Center Line)
(Sta. 389+95.09 to Sta. 391+45.09)(Southbound)(Contract No. 5073)

| | | | |
|---|---|---|---|
| Alter Existing Structure | All Required | | $ 1,700.00 |
| Structural Excavation | 540 cu. yds. | $12.00 | 6,480.00 |
| Furnish Steel Piling | 210 lin. ft. | 4.70 | 987.00 |
| Drive Steel Piles | 6 only | 70.00 | 420.00 |
| Class "A" Concrete | 455 cu. yds. | 66.00 | 30,030.00 |
| Metal Reinforcement | 118,000 lbs. | .121 | 14,278.00 |
| 8-inch Metal Drain Pipe | 60 lin. ft. | 4.00 | 240.00 |
| | | | $54,135.00 |
| Work done by S.P. Co. | All Required | | 5,000.00 |
| Work done by Western Union Co. | All Required | | 5,700.00 |
| | Subtotal | | $104,142.80 |
| | 10% Engr. & Cont. | | 10,414.28 |
| | Total | | $114,557.08 |

Length of 2 Structures . . . . . . . . 0.049 mile

### SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 3,000.00 | $ 2,000.00 | $1,000.00 |
| Structures | 114,557.08 | 105,800.00 | 8,757.08 |
| | $117,557.08 | $107,800.00 | $9,757.08 |

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

State Funds for Maint.: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid
Project No. I-324(18)

## SALEM BY-PASS SECTION (STRUCTURES)
## ON THE PACIFIC HIGHWAY
## IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 15, 1957

### Type Code P. E.

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All | Required | | $ 3,000.00 |

### Type Code X121
### Silverton Branch RR Overcrossing (Sta. 237+84.50 to Sta. 238+94.50)

| | | | | |
|---|---|---|---|---|
| Alter Existing Structure | All | Required | | $ 5,000.00 |
| Structural Excavation | 120 | cu. yds. | $ 7.00 | 840.00 |
| Furnish Steel Piling | 624 | lin. ft. | 5.00 | 3,120.00 |
| Drive Steel Piles | 12 | only | 70.00 | 840.00 |
| Furnish Treated Timber Piling | 1,200 | lin. ft. | 1.30 | 1,560.00 |
| Drive Timber Piles | 48 | only | 60.00 | 2,880.00 |
| Class "A" Concrete | 300 | cu. yds. | 68.00 | 20,400.00 |
| Metal Reinforcement | 75,000 | lbs. | 0.13 | 9,750.00 |
| 8-inch Metal Drain Pipe | 50 | lin. ft. | 4.00 | 200.00 |
| | | | | $ 44,590.00 |

### Type Code X121
### Main Line RR Overcrossing (Sta. 389+95.09 to Sta. 391+45.09)

| | | | | |
|---|---|---|---|---|
| Alter Existing Structure | All | Required | | $ 5,000.00 |
| Structural Excavation | 540 | cu. yds. | $ 7.00 | 3,780.00 |
| Furnish Steel Piling | 210 | lin. ft. | 5.00 | 1,050.00 |
| Drive Steel Piles | 6 | only | 70.00 | 420.00 |
| Class "A" Concrete | 455 | cu. yds. | 68.00 | 30,940.00 |
| Metal Reinforcement | 118,000 | lbs. | 0.13 | 15,340.00 |
| 8-inch Metal Drain Pipe | 60 | lin. ft. | 4.00 | 240.00 |
| | | | | $ 56,770.00 |
| Work by S. P. Company | All | Required | | 5,000.00 |
| | | Subtotal | | $ 106,360.00 |
| | | 10% Engr. and Cont. | | 10,636.00 |
| | | Total | | $ 116,996.00 |

Length of 2 Structures . . . . . 0.049

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 3,000.00 | $ 2,000.00 | $1,000.00 |
| Structures | 116,996.00 | 108,000.00 | 8,996.00 |
| | $119,996.00 | 110,000.00 | 9,996.00 |

⑥

Oregon State Highway Department

Federal Aid
Project No. I-324(18)

## SALEM BY-PASS SECTION (STRUCTURES) ON THE PACIFIC HIGHWAY IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon December 31, 1957

| | | | |
|---|---|---|---|
| Type Code P.E. | | | |
| Preliminary Engineering | All Required | | $ 3,000.00 |

Type Code X121
Silverton Branch R.R. Overcrossing (Station 237+84.50 to Sta. 238+94.50)(Contract #5073)

| | | | |
|---|---|---|---|
| Alter Existing Structure | All Required | | $ 2,500.00 |
| Structure Excavation | 120 cu. yds. | $ 9.00 | 1,080.00 |
| Furnish Steel Piling | 624 lin. ft. | 4.70 | 2,932.80 |
| Drive Steel Piles | 12 only | 70.00 | 840.00 |
| Furnish Treated Timber Piling | 1,200 lin. ft. | 1.25 | 1,500.00 |
| Drive Timber Piles | 48 only | 35.00 | 1,680.00 |
| Class "A" Concrete | 300 cu. yds. | 65.00 | 19,500.00 |
| Metal Reinforcement | 75,000 lbs. | .121 | 9,075.00 |
| 8-inch Metal Drain Pipe | 50 lin. ft. | 4.00 | 200.00 |
| | | | $ 39,307.80 |

Type Code X121 (Sta 3[illegible] to Sta 391+39.01)(Common ℄)
Main Line R.R. Overcrossing (Sta. 389+95.09 to Sta. 391+4509)(Contract No. 5073) (South Bound)

| | | | |
|---|---|---|---|
| Alter Existing Structure | All Required | | $ 1,700.00 |
| Structural Excavation | 540 cu. yds. | 12.00 | 6,480.00 |
| Furnish Steel Piling | 210 lin. ft. | 4.70 | 987.00 |
| Drive Steel Piles | 6 only | 70.00 | 420.00 |
| Class "A" Concrete | 455 cu. yds. | 66.00 | 30,030.00 |
| Metal Reinforcement | 118,000 lbs. | .121 | 14,278.00 |
| 8-inch Metal Drain Pipe | 60 lin. ft. | 4.00 | 240.00 |
| | | | $54,135.00 |
| Work done by S.P.Co.<br>Work done by Western [illegible] Co. | All Required<br>All Required | 5700.00 → | 5,000.00 |
| | Subtotal | | ~~$98,442.80~~ 104,142.80 |
| | 10% Engr. & Cont. | | ~~9,844.28~~ 10,414.28 |
| | Total | | ~~$108,287.08~~ 114,557.08 |

Length of 2 Structures . . . . . . . . . . . 0.049 mile

### SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 3,000.00 | $ 2,000.00 | $ 1,000.00 |
| Structures | 114,557.08 ~~108,278.08~~ | 105,800.00 ~~100,000.00~~ | ~~8,278.08~~ 8,757.08 |
| | 117,557.08 ~~$111,278.08~~ | 107,800.00 ~~$102,000.00~~ | $ 9,278.08 9,757.08 |

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939
State Funds for Maint.: Chap. 529, laws, 1939

RECEIVED
DEC 2 1957
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[illegible]

November 7, 1957

Tom Lillebo Construction Co.
Box 365
Reedsport, Oregon

Gentlemen:

The State Highway Commission on October 31, 1957, accepted your proposal for widening overcrossings of Silverton Branch and Main Line SPRR on the Salem By-pass Section of the Pacific Highway in Marion County, for the sum of $93,442.80 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5073.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

cc:
Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards
P. M. Stephenson

NOTED
J. Mc C.

RECEIVED
NOV 7 1957
FOR FILING

November 7, 1957

Mr. C. G. Polk
District Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Salem By-pass Railroad Grade
Separation Structures
FAP I-324(18)

On October 31, the Highway Commission accepted the low bid of Tom Lillebo Construction Company in the amount of $93,442.80 for the above project, and instructed the Engineer to award the contract to said bidder as soon as certain conditions were satisfied. These conditions are satisfied, and I propose to award the contract to Tom Lillebo Construction Company as of this date. May I have your concurrence in the award of this contract.

All rights of way for the project have been acquired.

You have been furnished with copies of the P.U.C. orders for these two crossings, copies of letters from the Railroad Company, indicating their approval of the project plans, and unexecuted copies of the State-Railroad Agreements. These Agreements are satisfactory to the Commission. The Commission executed them and forwarded the same to Southern Pacific Company for their final execution. Completed executed copies of the agreement will be furnished you as soon as they are returned from the Southern Pacific Company.

Very truly yours,

W. C. Williams
State Highway Engineer

CAG/mm

RECEIVED

FOR FILING

I-324(18)

08-35

5092

October 16, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-324(18), Structures, Salem By-Pass Section of the Pacific Highway.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been obtained.

Very truly yours,

C. G. Polk
Division Engineer

S-234(10) E. Unit, Knowles Cr. Sec. 1957
of Mapleton-Richardson Co.
#5074 Rd.

OREGON STATE HIGHWAY DEPARTME

**INVOICE**

NOTED
C. G. SWENSON

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 6/15/61 | cc 682 | | 520-1033-297 |

INVOICE NUMBER
70000

Lane County
Eugene, Oregon

Attn: Board of County Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

| DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Final billing: East Unit, Knowles Creek Station, FAS 238. Covered by agreement dated 10/29/57. | | | |
| Original advance deposit | $194,000.00 | | |
| Less amount previously transferred | 162,000.00 | | |
| Balance in advance deposit | | | $32,000.00 |
| County share total costs as per attached statement | $162,634.74 | | |
| Less amount previously transferred | 162,000.00 | | |
| Balance | | | 634.74 |
| To be retained | | | $31,365.26 |

A 150 (REVISED 7-60)

Form A-150—10M—6-58

RECEIVED
JUL 17 1959

# INVOICE
# Oregon State Highway Department
SALEM, OREGON

*Invoice No.* 61237

*Date* July 16, 1959

*Your Req. No.*

*Billing Request No.* cc-504

*Credit Distribution.* 520-1033-297

Lane County
Eugene, Oregon

Attn: Board of County Commissioners

NOTED
C. C. SWENSON

| | |
|---|---|
| Advance Deposit | $50,000.00 |
| Partial transfer county's share total cost of East Unit, Knowles Creek Section, FAS 238, covered by agreement dated 10/29/57 | 18,000.00 |
| To be retained | $32,000.00 |

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Receipts
By

State Printing 13107

NOTED
V.R JONES

NOTED
C. G. SWENSON

July 17, 1959

NOTED
Harold C. Ayers

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

Gentlemen:

Final costs are now available for the East Unit, Knowles Creek Section of FAS 238 and, as shown in the attached cost statement, a refund of $31,365.26 is due the county.

As per my recent telephone conversation with Commissioner Peterson, this refund will be retained and applied towards the advance deposit which will be required for the Willamette River Bridge project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

cc: Mr. E. O. Walberg, County Engineer

COMPLETED 10/13/58

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Lane

Contract No. 5074

Date July 15, 1959

FAS 238

Section E. Unit, Knowles Creek

PAYMENTS TO CONTRACTOR

| Item | Unit | Unit Price | Total Qty. | Total Cost |
|---|---|---|---|---|
| Payments to Contractor as per Attached Tabulation - - - - - - - - - - |  |  |  | $348,605.65 |
| Construction Engineering - - - - - - - - - - - - - - - - - - - - - - |  |  |  | 36,029.09 |
| TOTAL CONSTRUCTION COSTS - - - - - - - - - - - |  |  |  | $384,634.74 |
| FEDERAL FUNDS COLLECTED FOR PROJECT - - - - |  |  |  | $168,000.00 |

AGREED COUNTY SHARE OF TOTAL COSTS
(50% of difference between $276,000 and federal funds)

| | | |
|---|---|---|
| ($276,000 - $168,000) X ½ | = | $ 54,000.00 |
| 100% of all over $276,000 | = | 108,634.74 |
| TOTAL - - - - - - - - - - - - - - |  | $162,634.74 |

| | |
|---|---|
| County Advance Deposit- - - | $194,000.00 |
| Lane County Share Costs- - - | 162,634.74 |
| REFUND DUE COUNTY- - | $ 31,365.26 |

JFH:ag

February 20, 19

STATE OF OREGON, To [illegible] Bros., Dr.

County Lane

Postoffice address Eugene, Oregon

Highway Mapleton-Richardson Road

Work done to Oct. 13, 1958

Contract No. 5074

Section East Unit Knowles Creek

Prefix No. 520-1033-201(41)

Estimate No. 15 Final

| ITEM | Unit | Unit Prices | Total Quantities To Date | Total Amount To Date | Previous Amount | Present Amount |
|---|---|---|---|---|---|---|
| 1. Clearing and grubbing | all | $27000.00 | 100% | 27,000.00 | 27,000.00 | - |
| 2. Drainage excav., unclass. | c.y. | 4.00 | 379.17 | 1,516.68 | 1,505.12 | 11.56 |
| 3. General excav., unclass. | c.y. | .81 | 232,636 | 188,435.16 | 188,435.16 | - |
| 4. Short overhaul | yd.sta. | .015 | 419,520 | 6,292.80 | 6,292.80 | - |
| 5. Long overhaul | C-yd.sta. | .40 | 2,431.3 | 972.52 | 874.52 | 98.00 |
| 6. Finishing roadbed and slopes | mile | 1000.00 | 1.09 | 1,090.00 | 1,090.00 | - |
| 7. Rounding cutbanks | l.f. | .19 | 3,655 | 694.45 | 694.45 | - |
| 8. 36" corr. metal pipe | l.f. | 14.00 | 40 | 560.00 | 560.00 | - |
| 9. 48" corr. metal pipe | l.f. | 18.00 | 66 | 1,188.00 | 1,188.00 | - |
| 10. 18" concrete pipe | l.f. | 4.50 | 445 | 2,002.50 | 2,002.50 | - |
| 13. Salvaging culvert pipe | l.f. | 6.00 | 51 | 306.00 | 306.00 | - |
| 14. Structural excavation | c.y. | 10.00 | 347.85 | 3,478.50 | 3,478.50 | - |
| 15. Class "A" concrete | c.y. | 68.00 | 985.78 | 67,033.04 | 67,033.04 | - |
| 16. Metal reinforcement | lb. | .125 | 253,120 | 31,640.00 | 31,640.00 | - |
| 17. 8" metal drain pipe | l.f. | 3.50 | 64.5 | 225.75 | 225.75 | - |
| PA#1 Class "A" concrete | c.y. | 68.00 | 6 | 408.00 | 408.00 | - |
| PA#1 Metal reinforcement | lb. | .16 | 400 | 64.00 | 64.00 | - |
| PA#1 Trash grate | lb. | .30 | 345 | 103.50 | 103.50 | - |
| PA#1 Drainage excavation | c.y. | 4.00 | 39.96 | 159.84 | 166.68 | -6.84 |
| PA#2 Excav. below bid elevation | c.y. | 11.00 | 28.67 | 315.37 | 315.37 | - |
| PA#3 Cement adjustment (favor of contractor) | bbl. | 6.00 | 30.75 | 184.50 | 184.50 | - |
| PA#4 24" concrete pipe | l.f. | 7.00 | 20 | 140.00 | 140.00 | - |
| PA#5 General excav., unclass. | c.y. | .81 | 15,000 | 12,150.00 | 12,150.00 | - |
| PA#6 Extra clearing | acre | 1308.00 | 1.28 | 1,674.24 | 1,674.24 | - |
| PA#7 Sprinkling | M/gal. | 3.00 | 47.6 | 142.80 | 142.80 | - |
| | | | | | | |

| | | | | |
|---|---|---|---|---|
| Audited and approved by | Totals | 340,603.65 | 340,500.93 | 102.72 |
| Period covered [illegible] To 10/13/58 | 0 % Retained | - | 10,455.09 | 10,455.09 |

Highway [illegible]  Work done to [illegible] 1938  Contract No. 5974

Section East Unit [illegible] Creek  Prefix No. [illegible]-301(41)  Estimate No. 15 Final

| Items | Unit | Unit Prices | Total Quantities To Date | Total Amount To Date | Previous Amount | Present Amount |
|---|---|---|---|---|---|---|
| 1. Clearing and grubbing | all | 27000.00 | 100% | 27,000.00 | 27,000.00 | - |
| 2. Drainage excav., unclass. | c.y. | 4.00 | 379.17 | 1,516.68 | 1,505.12 | 11.56 |
| 3. General excav., unclass. | c.y. | .43 | 252,436 | 188,435.16 | 188,435.16 | - |
| 4. Short overhaul | yd.sta. | .015 | 419,520 | 6,292.80 | 6,292.80 | - |
| 5. Long overhaul | C-yd.sta. | .40 | 2,431.3 | 972.52 | 874.52 | 98.00 |
| 6. Finishing roadbed and slopes | mile | 1000.00 | 1.09 | 1,090.00 | 1,090.00 | - |
| 7. Rounding cutbanks | l.f. | .19 | 3,655 | 694.45 | 694.45 | - |
| 8. 36" corr. metal pipe | l.f. | 12.00 | 30 | 360.00 | 360.00 | - |
| 9. 48" corr. metal pipe | l.f. | 18.00 | 66 | 1,188.00 | 1,188.00 | - |
| 10. 18" concrete pipe | l.f. | 4.50 | 445 | 2,002.50 | 2,002.50 | - |
| 13. Salvaging culvert pipe | l.f. | 6.00 | 51 | 306.00 | 306.00 | - |
| 14. Structural excavation | c.y. | 10.00 | 347.85 | 3,478.50 | 3,478.50 | - |
| 15. Class "A" concrete | c.y. | 68.00 | 985.78 | 67,033.04 | 67,033.04 | - |
| 16. Metal reinforcement | lb. | .125 | 253,120 | 31,640.00 | 31,640.00 | - |
| 17. 8" metal drain pipe | l.f. | 3.50 | 64.5 | 225.75 | 225.75 | - |
| PA#1 Class "A" concrete | c.y. | 68.00 | 6 | 408.00 | 408.00 | - |
| PA#1 Metal reinforcement | lb. | .16 | 400 | 64.00 | 64.00 | - |
| PA#1 Trash guards | lb. | .30 | 346 | 103.80 | 103.80 | - |
| PA#1 Drainage excavation | c.y. | 4.00 | 39.96 | 159.84 | 166.68 | -6.84 |
| PA#2 Excav. below bid elevation | c.y. | 11.00 | 28.67 | 315.37 | 315.37 | - |
| PA#3 Cement adjustment (favor of contractor) | bbl. | 6.00 | 30.75 | 184.50 | 184.50 | - |
| PA#4 24" concrete pipe | l.f. | 5.00 | 28 | 140.00 | 140.00 | - |
| PA#5 General excav., unclass. | c.y. | .45 | [illegible] | 13,150.00 | 13,150.00 | - |
| PA#6 Extra clearing | acre | 1300.00 | 1.29 | 1,674.84 | 1,674.84 | - |
| PA#7 Sprinkling | M/gal | 3.00 | 47.6 | 142.80 | 142.80 | - |
| | | | | | | |

| | | | | |
|---|---|---|---|---|
| Audited and approved by | Totals | 348,605.65 | 348,502.93 | 102.72 |
| Period covered Comm To 10/13/38 | 0 % Retained | - | 10,455.09 | 10,455.09 |
| Items Cont. 5974 - Est. 15 Final | Total Payments | 348,605.65 | 338,047.84 | 10,557.81 |

Computed by C Palmer
V [illegible]
Checked by
To be paid contractors, this estimate, $ 10,557.81

Engineer Geary H. North

Previous Voucher No. 759

State Printing

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MAR 11 1959
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Files

OREGON STATE HIGHWAY DEPARTMENT
(date)

March 9, 1959

S-234 (10)

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 5074 | 15 Final | Durbin Bros. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 5047 | H238250 | $ 10,557.81 | 3/9/59 |

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion date: 110 workdays from Mar. 1, 1958

Time Extensions: None

Completion Date: Oct. 13, 1958

Date Accepted: Dec. 11, 1958

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 3-10-59

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Secretary
C. W. Head
By C. W. Head
Ass't. Secretary

Warrant Mailed: MAR 1 0 1959
GRw

NOTED ON CARD
.ow

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RECEIVED
FEB 27 1959
FOR FILING

[illegible]

5074

Feb. 26, 1959

**CERTIFIED MAIL**

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 5074 for grading and structures on the East Unit, Knowles Creek Section of the Mapleton-Richardson Road Highway in Lane County was completed by the contractor, Durbin Bros., on Oct. 13, 1958, and was formally accepted by the Highway Commission on Dec. 11, 1958.

Final payment in the amount of $10,557.81 will be released to the contractor on or after March 9, 1959. The total contract amount is $348,605.65, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
cm

W C Williams

A

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MAR 1 1959
FOR FILING

NOTED
W. C. WILLIAMS

S 234 (10)

E. Unit, Knowles Creek Section
Contract 5074

# FINAL COST ANALYSIS
## Grading and Structures

Contractor: Durbin Bros.
Resident Engineer: Geary Worth

February 24, 1959

Mapleton - Richardson Road
Prefix 520-1033

| 5074 Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| Clearing & Grubbing | 100% | All | 27,000.00 | | 16,996.01 | 27,000.00 |
| Drainage Excav., Unclass. | 379.17 | Cu. Yd. | 4.00 | 3.30 | 1,241.59 | 1,516.68 |
| General Excav., Unclass. | 232,636 | Cu. Yd. | 0.81 | 0.771 | 179,379.94 | 188,435.16 |
| Short Overhaul | 419,520 | Yd. Sta. | 0.015 | 0.012 | 5,193.64 | 6,292.80 |
| Long Overhaul | 2,431.3 | C-Yd. Sta. | 0.40 | 0.328 | 716.98 | 972.52 |
| Finish R.B. & Slopes | 1.89 | Mile | 1,000.00 | 823.45 | 1,556.33 | 1,890.00 |
| Rounding Cut Banks | 3,655 | Lin. Ft. | 0.19 | 0.157 | 577.07 | 694.45 |
| 36" Corr. Metal Pipe | 40 | Lin. Ft. | 14.00 | 13.58 | 543.30 | 560.00 |
| 48" Corr. Metal Pipe | 66 | Lin. Ft. | 18.00 | 17.24 | 1,137.76 | 1,188.00 |
| 18" Concrete Pipe | 445 | Lin. Ft. | 4.50 | 4.04 | 1,798.74 | 2,002.50 |
| Salvaging Culvert Pipe | 51 | Lin. Ft. | 6.00 | 2.47 | 125.97 | 306.00 |
| *Structural Excav. | 347.85 | Cu. Yd. | 10.00 | 10.00 | 3,478.50 | 3,478.50 |
| *Class "A" Concrete | 985.78 | Cu. Yd. | 68.00 | 68.00 | 67,033.04 | 67,033.04 |
| *Metal Reinforcement | 253,120 | Lb | 0.125 | 0.125 | 31,640.00 | 31,640.00 |
| 8" Metal Drain Pipe | 64.5 | Lin. Ft. | 3.50 | 3.02 | 195.02 | 225.75 |
| *PA#1 Class "A" Concrete | 6 | Cu. Yd. | 68.00 | 68.00 | 408.00 | 408.00 |
| *PA#1 Metal Reinforcement | 400 | Lb. | 0.16 | 0.16 | 64.00 | 64.00 |
| PA#1 Trash Grate | 345 | Lb. | 0.30 | 0.27 | 93.15 | 103.50 |
| *PA#1 Drainage Excav. | 39.96 | Cu. Yd. | 4.00 | 4.00 | 159.84 | 166.68 |
| *PA#2 Excav., below bid elevation | 28.67 | Cu. Yd. | 11.00 | 11.00 | 315.37 | 315.37 |
| *PA#3 Cement Adj. | 30.75 | Bbl. | 6.00 | 6.00 | 184.50 | 184.50 |
| PA#4 24" Concrete Pipe | 30 | Lin. Ft. | 5.60 | 5.04 | 151.27 | 168.00 |

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| PA#5 Gen. Excav., Unclass. | 15,000 | Cu. Yd. | 0.81 | 0.771 | 11,566.13 | 12,150.00 |
| PA#6 Extra Clearing | 1.28 | Acre | 1,308.00 | | 1,052.78 | 1,674.24 |
| PA#7 Sprinkling | 47.6 | M-Gal. | 3.00 | 2.82 | 134.35 | 142.80 |
| | | | | | $325,750.12 | $348,605.65 |

* Work done by Lillebo Construction Co.

| | Gross Revenue | Total Cost | Profit | % Profit |
|---|---|---|---|---|
| Durbin Bros. | $ 245,500.06 | $ 222,644.53 | $ 22,855.53 | 9.31% |
| Lillebo | 103,105.59 | 103,105.59 | - | - |
| | $ 348,605.65 | $ 325,750.12 | $ 22,855.53 | 6.55% |

## DETAIL OF COSTS
Contractor: Durbin Bros.

| | | | | | |
|---|---|---|---|---|---|
| Labor: | | | | | |
| Labor | | | | $ 73,414.74 | |
| Labor Insurance | | | | 6,592.64 | |
| Health and Welfare | | | | 2,302.25 | $ 82,309.63 |
| Materials: | | | | | |
| 36" Corr. Metal Pipe | 40 Lin. Ft. | @ | $9.25 | 370.00 | |
| 36" Bands | 2 Each | @ | $9.25 | 18.50 | |
| 48" Corr. Metal Pipe | 66 Lin. Ft. | @ | $13.10 | 864.60 | |
| 48" Bands | 2 Each | @ | $13.10 | 26.20 | |
| 18" Concrete Pipe | 445 Lin. Ft. | @ | $2.10 | 934.50 | |
| 24" Concrete Pipe | 30 Lin. Ft. | @ | $3.16 | 94.80 | |
| 8" Metal Drain Pipe | 64.5 Lin. Ft. | @ | $1.76 | 113.52 | |
| 8" Bands | 5 Each | @ | $1.76 | 8.80 | |
| Trash Grate | 345 Lbs. | @ | $0.27 | 93.15 | 2,524.07 |
| Equipment Rental & Miscellaneous Supplies: | | | | | |
| Equipment Rental, Owned | | | | 96,256.66 | |
| Equipment Rental, Hired | | | | 6,750.80 | |
| Gas, Oil, and Grease | | | | 8,921.47 | |
| Freight and Cartage | | | | 2,550.00 | |
| Explosives | | | | 16,771.90 | |
| Tires for burning | | | | 20.00 | |
| Bond | | | | 2,091.00 | |
| P.L. & P.D. Insurance | | | | 917.68 | |
| Small Tools and Misc. Supplies | | | | 1,925.13 | |
| Home Office and General Overheadq | | | | 1,606.19 | 137,810.83 |
| Sub-contract (Structures) | | | | 103,105.59 | 103,105.59 |
| | | | TOTAL | ... ... ... ... | $ 325,750.12 |

Contract No. 5064

Remarks:

This was a "Federal Aid Secondary Project" calling for the construction of two reinforced concrete bridges and 1.89 miles of highway roadbed on the East Unit, Knowles Creek Section, starting at the west end Sta. 152+24 and ending 256+50 of the Mapleton - Richardson Road in Lane County. The project was bid October 31, 1957 and awarded November 7, 1957. Work started November 7, 1957 and was completed October 13, 1958. Final estimate was received February 25, 1959.

The contractor moved in his crew and equipment which consisted of three D8's and dozers and started clearing on the east end and at bridge sites. The clearing consisted of a heavy stand of Alder saplings, under brush, and down timber. Some merchantable timber was encountered which was stockpiled for others to remove as it did not become the property of the contractor.

As the clearing progressed the grading got underway in two sections as the contractor had two classifications of material to work with, common and solid. The common material was moved with two D8's and scrapers, two D8's and dozers, one TD 24 and dozer, and one D7 and dozer. The equipment used for the excavation of the solid material consisted of two compressors one 600 and one 315, two wagon drills, one 2-1/2-yard shovel, two 15-yard payhauler trucks, one blade, and other equipment used for maintenance. The contractor worked only one eight hour shift until after the labor strike during the main part of the summer, at which time two 8-hour shifts were worked to get the work completed before his time ran out and the fall rains set in.

The contractor with good equipment and supervision realized a fair profit.

M.N. Juve
Chief Cost Analyst

By

C.E. Layton

RECEIVED
MAR - 3 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-1--

S 234 [illegible]
5074

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report No. 59

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 27, 1958

Section East Unit-Knowles Creek

Highway Mapleton-Richardson County Road County Lane

Contractor Durbin Bros.

Date of contract November 7, 1957

Date work started November 7, 1957

Project authorization $ 414,860.06

Exclusive of engineering $ 365,358.90

Kind of work Grading & Structures

Section prefix 520-1033

Contract number 5074

Specified work days 110 from March 1, 1958

Work days used 88

Per cent of time elapsed 80 %

Estimated cost of completed project, exclusive of engineering $ 348,502.93

Estimated per cent overrun or underrun Underrun 7.6 %

Per cent of contract completed, based on total contract price Completed %

Engineering authorization $ 29,501.16

Engineering cost to date $ 34,647.61, 117.4 %

Date project was completed October 13, 1958

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Four men worked in the office the first three days of the week on the semi-final and it is now ready to transmit to Roseburg.

The entire crew is taking a long sought vacation on exchange time and/or vacation leave untill January 5th. The Res. Eng. will drop in to handle mail and stand by intermittently.

This is expected to be the final weekly report submitted under this contract number.

CONSTRUCTION DIVISION
RECEIVED
DEC 29 1958
NOTED-- ☑ CE ☑ ACE ☐ ACE ☐ ☑ COE

Noted
M. N. Juve

Signed Geary H. Worth

Address 2191 E. 15th St., Eugene

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

|  | GRADING | ~~SURFACING~~ Structures | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 1.89 | 0.09 |  |  |  |
| Miles partially completed | 0.00 |  |  |  |  |
| Miles completed | 1.89 | 0.09 |  |  |  |
| Total estimated quantities (contract) | 266,000 c.y. | 1,000 c.y. |  |  |  |
| Total quantities corrected to date | 232,630 c.y. | 985.78 c.y. |  |  |  |
| Estimated quantities moved or placed to date | 232,630 c.y. | 985.78 c.y. |  |  |  |
| Average daily quantities | 0 |  |  |  |  |
| Average daily quantities necessary to complete project on time | 0 |  |  |  |  |
| Number shifts per day | 0 |  |  |  |  |
| Hours per shift | 0 |  |  |  |  |
| Average force on project for week | 0 |  |  |  |  |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors ............, Bulldozers ............, Compaction rollers ............, . . . . ............, . . . . ............, . . . . ............

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday |  |  |  |
| Monday | Overcast |  |  |
| Tuesday | Showers |  |  |
| Wednesday | Showers |  |  |
| Thursday | Overcast |  |  |
| Friday | Overcast |  |  |
| Saturday |  |  |  |

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NOV 21 1958

FOR FILING

8-224 (10)

5074

November 20, 1958

**CERTIFIED MAIL**

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

It is the intention of the State Highway Commission to release to Durbin Bros. a portion of the funds heretofore retained by the Commission on Contract No. 5074, for grading and structures on the E. Unit, Knowles Creek Section of the Mapleton-Richardson Road in Lane County.

This payment, in the amount of $17,553.74, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $10,081.66. The present payment will be released on or after Dec. 1, 1958.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

NOTED ON CARD

Contract 5074

RECEIVED
MAR 6 - 1958
FOR FILING

| | | |
|---|---|---|
| Monthly Transaction No.<br>3-19 | Fo<br>(5-29-57)<br>U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | Oregon |
| Project Report No.<br>[illegible] | **FEDERAL-AID PROJECT AGREEMENT**<br>3-4-58 | County<br>Lane |
| 5074 | | Project No.<br>S-234(10) |

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Knowles Creek Section of the Mapleton-Richardson Road, from approx. 2 miles west to the west end of S-234(7)(a county road).

| Project classification or class of work | Effective date of authorization | Approximate length |
|---|---|---|
| Highway planning | | |
| Preliminary engineering | | |
| Rights-of-Way | | |
| Construction | 7/11/57 | 2.0 |
| Other *(Specify)* | | |

**FUNDS**

| | |
|---|---|
| Estimated total cost of project<br>$ 405,640.00 | Federal funds<br>$ 168,000.00 |

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(title)

By
Member, State Highway Commission
(title)

By
Member, State Highway Commission
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
Division Engineer

Date executed by Division Engineer March 4, 1958

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11169

## PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

East Unit, Knowles Creek Section
Mapleton - [illegible] Road
Lane County

NATURE OF WORK:

Grading and Structures

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:
5074 Durbin Bros. 11-7-57

DATE OF COMPLETION: 110 Workdays from 3-1-58

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. S-234(10)

## EAST UNIT, KNOWLES CREEK SECTION OF THE MAPLETON-RICHARDSON ROAD IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 31, 1957

Type Code 0010
Roadway (Sta. 152+24.8 to Sta. 256+50)(Contract No. 5074)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | $ | $ 27,000.00 |
| Drainage Excavation, Unclassified | 700 | cu. yds. | 4.00 | 2,800.00 |
| General Excavation, Unclassified | 266,000 | cu. yds. | 0.81 | 215,460.00 |
| Short Overhaul | 411,000 | yd. sta. | 0.015 | 6,165.00 |
| Long Overhaul | 2,800 | C-yd.sta. | 0.40 | 1,120.00 |
| Finishing Roadbed and Slopes | 1.89 | miles | 1,000.00 | 1,890.00 |
| Rounding Cutbanks | 4,300 | lin. ft. | 0.19 | 817.00 |
| 36-inch Corrugated Metal Pipe | 60 | lin. ft. | 14.00 | 840.00 |
| 48-inch Corrugated Metal Pipe | 70 | lin. ft. | 18.00 | 1,260.00 |
| 18-inch Concrete Pipe | 450 | lin. ft. | 4.50 | 2,025.00 |
| 8-inch Perforated Metal Drain Pipe | 1,000 | lin. ft. | 2.25 | 2,250.00 |
| Special Backfill in Drains | 250 | cu. yds. | 8.00 | 2,000.00 |
| Salvaging Culvert Pipe | 55 | lin. ft. | 6.00 | 330.00 |
| | | | | $263,957.00 |
| Flagging (57½% of Contractor's Cost) | All | Required | | 500.00 |
| | Subtotal | | | $264,457.00 |
| | 10% Engr. & Cont. | | | 26,445.70 |
| | | Total | | $290,902.70 |

Type Code X421
Knowles Creek Bridge #8369 (Sta. 196+63 to Sta. 198+92)(Contract No. 5074)

| | | | | |
|---|---|---|---|---|
| Structural Excavation | 180 | cu. yds. | $10.00 | $ 1,800.00 |
| Class "A" Concrete | 490 | cu. yds. | 68.00 | 33,320.00 |
| Metal Reinforcement | 125,000 | lbs. | 0.125 | 15,625.00 |
| 8-inch Metal Drain Pipe | 75 | lin. ft. | 3.50 | 262.50 |
| | | | | $ 51,007.50 |

Type Code X021
Knowles Creek Bridge #8370 (Sta. 208+70 to Sta. 210+96)(Contract No. 5074)

| | | | | |
|---|---|---|---|---|
| Structural Excavation | 150 | cu. yds. | $10.00 | $ 1,500.00 |
| Class "A" Concrete | 510 | cu. yds. | 68.00 | 34,680.00 |
| Metal Reinforcement | 135,000 | lbs. | 0.125 | 16,875.00 |
| 8-inch Metal Drain Pipe | 70 | lin. ft. | 3.50 | 245.00 |
| | | | | $ 53,300.00 |
| | Subtotal | | | $104,307.50 |
| | 10% Engr. & Cont. | | | 10,430.75 |
| | | Total | | $114,738.25 |

Length of Roadway- - - - - - - - -1.888 Miles
Length of 2 Structures - - - - - -0.086 Mile
Total Length - - - - - - - - - - - -1.974 Miles
Cost of Roadway Per Mile - - - -$154,079.81

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Roadway | $290,902.70 | $120,480.00 | $40,160.00 | $130,262.70 |
| Structures | 114,738.25 | 47,520.00 | 15,840.00 | 51,378.25 |
|  | $405,640.95 | $168,000.00 | $56,000.00 | $181,640.95 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

**Note:** Necessary funds have been deposited by Lane County with the Highway Department.

FORM 830—30M—2-57—1476

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 7, 1957

**SUBJECT:** E. Unit, Knowles Creek Section
Oregon Project S-234(10)
FAS 238, Lane County

**To:** Mr. S. H. Probert
OFFICE

Attention: Mr. ~~E. A. Pease~~
R. Chase

As per the agreement between county and state, the federal funds collected for this project are to be limited to the amount initially programmed ($168,000).

John F. Hagemann
John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

Form A-180—10M—6-57

**NOTED**
Harold C. Ayers

**INVOICE**

# Oregon State Highway Department

**SALEM, OREGON**

*Invoice No.* 53262

*Date* November 8, 1957

*Your Req. No.*

*Billing Request No.* cc 368

*Credit Distribution:* 520-1033-297

Lane County
Eugene, Oregon

Attn: Board of County Commissioners

---

| | |
|---|---|
| Advance Deposit | 194,000.00 |
| Partial transfer county's share total cost.<br>E. Unit, Knowled Creek Section, FAS 238, covered by agreement dated October, 1957. | 144,000.00 |
| To be retained | $50,000.00 |

**NOTED**
C. G. SWENSON

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Receipt/Credit Request # ..........
By ..........

**NOTED**
JOHN D. GRAHAM

State Printing 4396

NOTED
R. JONES

NOTED
Harold C. Ayers

November 8, 1957

Board of County Commissioners
Lane County
Courthouse
Eugene, Oregon

NOTED
John F. Hagemann

Gentlemen:

This is to acknowledge receipt of an advance deposit of $194,000 in connection with the East Unit, Knowles Creek Section of FAS 238. Contract No. 5074 has been awarded to Durbin Bros. of Eugene and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

cc: Mr. H. O. Walberg

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

RECEIVED
DEC 2 1957
FOR FILING

| |
|---|
| [illegible] |
| |
| 574 |

November 7, 1957

Durbin Brothers
Rt. 5, Box 490
Eugene, Oregon

Gentlemen:

The State Highway Commission on October 31, 1957, accepted your proposal for grading and construction of two reinf. concrete deck-girder bridges over Knowles Creek on east unit, Knowles Creek Section of Mapleton-Richardson County Road, Lane County for the sum of $366,264.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5074.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

cc: Tom Edwards
[illegible]. H. Probert
R. G. Savage (SIAC)
F. M. Stephenson
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

RECEIVED
NOV 6 1957
FOR FILING

S-234([illegible])

8011

*file*

Salem, Oregon
November 5, 1957

Finance #178
Maint. #328

Lane County
FAS Project Agreements

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Lane County covering the East Unit, Knowles Creek Section of FAS 238 in Lane County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the Lane County Court.

Secretary

rn
Attach;

FORM 230—90M—2-57—1476

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 22, 1957

**SUBJECT:** Lane County
FAS Project Agreements

To: Mr. G. S. Paxson
OFFICE

L

Attached are three copies of a finance agreement covering the East Unit, Knowles Creek Section of FAS 238 in Lane County. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on September 27, 1956.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Oct. 23, 1957

RECEIVED
OCT 23 1957
OFFICE OF
STATE HIGHWAY ENGINEER

~~REFERRED TO~~

~~BY SECRETARY~~

AUTHORIZED BY HIGHWAY COMMISSION
DATE 9-27-56 Minute Page 39
Secretary

NOTED

**NOTED**
Harold C. Ayers

November 1, 1957

**NOTED**
John F. Hagemann

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

Gentlemen:

On October 31 a satisfactory bid was received from Durbin Bros. of Eugene for construction of the East Unit, Knowles Creek section of FAS 238. As per the agreement between county and state, the following advance deposit is required from the county prior to award of a contract:

| | | |
|---|---|---|
| Bid Items | | $368,264.50 |
| Anticipated Additional Items | | |
| Flagging | | 500.00 |
| 12-1/2% Eng'ring & Contingencies | | 46,095.56 |
| Estimated Total Cost............ | | $414,860.06 |
| County Advance Deposit | | |
| 20% of $276,000 | = | $ 55,200.00 |
| 100% of all over $276,000 | = | 138,860.06 |
| Total.......................... | | $194,060.06 or say $194,000 |

Please make this deposit by means of a check or warrant in the amount of $194,000 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of this deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

**NOTED**
JOHN D. GRAHAM

John F. Hagemann
Asst. Engr., County and City Relations

Dep. Recd.
11/7/57
520-1033
Cont. No. 5074

JFH:mm

**NOTED**
C G. SWENSON

OFFICE OF
COUNTY HIGHWAY ADMINISTRATOR
**LANE COUNTY, OREGON**
1820 ROOSEVELT BLVD. — P. O. BOX 3156
EUGENE, OREGON

**H. O. WALBERG**
ADMINISTRATOR

**H. O. STROMBOM**
ASSISTANT

October 18, 1957

Re: Knowles Creek Section
Rt. "F", FAS 238

State of Oregon
State Highway Department
Salem, Oregon

Att: Mr. Clarence G. Swenson
County-City Relations Engineer

Dear Mr. Swenson :

Enclosed, herewith, are the following documents in connection with the East Unit, Knowles Creek Section, FAS 238, as executed by our Board of County Commissioners:

1. Maintenance Agreement--6 copies
2. Encroachment Resolution--5 copies
3. Finance Agreement--2 copies

Also enclosed is one (1) copy of the Real Estate Option from U. S. Plywood Corporation for three (3) parcels of land in connection with the above.

Very truly yours,

H. O. Walberg

By H O Strombom

H. O. Strombom

Encl: 14
cc: Co. Comm.

S/k

RECEIVED
OCT [illegible] 1957

NOTED
Harold C. Ayers

October 9, 1957

Board of County Commissioners
Lane County Courthouse
Eugene, Oregon

NOTED
John F. Hagemann

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the East Unit, Knowles Creek Section of FAS 238 upon which bids will be received October 31st.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is $442,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than October 25th.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. GRAHAM

By

NOTED
C. G. SWENSON

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Encl.

FORM E-36X—97,800—2-57—1477

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Roseburg, Oregon
Sept. 30, 1957

**SUBJECT:** Knowles Creek Section
Mapleton-Richardson County Rd.

To: E. A. Pease
Construction Office Engineer
Salem, Oregon

I forward herewith the following documents regarding the acquisition of right of way on the Knowles Creek Section of the Mapleton-Richardson County Road by Lane County:

1. Agreement with US Plywood, copy signed by Mr. W. W. Wells, Executive Administrator.

2. A Special Use Permit granting right of way to Lane County, signed by Frank B. Folston, Acting Regional Forester.

3. Trust Agreement between the United States of America and Lane County regarding movement of Bonneville Power Line.

4. Real Estate Option from International Paper Company to Lane County for 0.06 acres of land in Lane County.

These are the documents on which you questioned me by teletype on Friday, September 27, 1957.

F D Morgan
F. D. Morgan
Division Engineer

dls
encls.

FORM E30—50M—2-57—1476

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 28, 1957
Salem, Oregon

SUBJECT: Option
Knowles Creek Sec.
Mapleton-Richardson Hwy.

To: C. G. Swenson
County & City Relations Engr.
OFFICE

Herewith is a revised option form in quadruplate for property to be acquired by Lane County from U. S. Plywood Corporation in connection with the above listed Section and Highway.

Also attached is our "Request for Revision" form explaining the change.

| | | | | |
|---|---|---|---|---|
| 26691 | U. S. Plywood Corp. | 29.4 | acres | p-1 |
| | | 0.43 | " | p-2 |
| | | 1.07 | " | p-3 |

Adele L. Egan
ADELE L. EGAN
Assistant Office Manager
Right of Way

AE:blr
enc. 1 rev. option
Req. for Rev.

cc: R. L. Porter

RECEIVED
AUG 29 1957
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
AUG 12 1957
FOR FILING

FORM E-20X—37,900—6-57—1477

3074

## OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7th, 1957

**SUBJECT:**

To: Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

Ralph Peterson called me this date concerning difficulties of getting the power lines removed from the construction area on the Knowles Creek project, which is scheduled for October 10th. It would appear from discussing the matter with Mr. Peterson that a much more favorable and cheaper relocation could be achieved if actual moving of the poles could be delayed until possibly early spring.

Mr. Peterson will call you when he has worked out a tentative deal with the Bonneville Power, after which you shall examine the project in company with Mr. Peterson and determine if the delayed movement is feasible and if so, advise us of the items which should be written into the special provisions to cover such a program.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR

cc to: Forrest Cooper

Ralph Peterson
County Commissioner
Lane County
Eugene, Oregon

NOTED
FORREST COOPER

RECEIVED
1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V. R. JONES

**NOTED**
Harold C. Ayers

July 15, 1957

Mr. H. O. Walberg
Lane County Highway Administrator
1820 Roosevelt Boulevard
P. O. Box 3156
Eugene, Oregon

NOTED
John F. Hagemann

Dear Mr. Walberg:

Enclosed in quadruplicate are copies of two option forms covering certain property to be acquired in connection with the Knowles Creek ~~Tunnel~~ Section of FAS 238 in Lane County.

Also enclosed in quadruplicate are descriptions for the U.S. Forest Service and Bonneville Power Administration property. In checking the permit from the Forest Service to the B.P.A., it appears that the Forest Service has the right to have the road constructed over the B.P.A. easement but the County is to reimburse the B.P.A. for moving costs. A letter setting forth the possible procedure to achieve the relocation of the B.P.A. lines, together with an encroachment map, was mailed to you on June 11, 1957.

We are sending you under separate cover eight prints of Map 5B-10-2 for your use in negotiations with the property owners, Forest Service, and the B.P.A.

One copy each of the executed use permits, option forms, and the B.P.A. trust fund agreement should be sent to this office when negotiations have been completed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Encl.

FORM 830—12½M—6-55—66209

NOTED
Harold C. Ayers

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

July 11, 1957
Salem, Oregon

**SUBJECT:** Options
Knowles Creek Section
Mapleton-Richardson Highway

To: C. Swenson
City & County Relations Engr.
OFFICE

Enclosed in quadruplicate are 2 option forms to be negotiated by the County for the Knowles Creek Section of the Mapleton-Richardson County Road.

| | | | | |
|---|---|---|---|---|
| 26691 | U. S. Plywood Corp. | 28.95 | acres | p-1 |
| | | 0.43 | " | p-2 |
| | | 1.07 | " | p-3 |
| 26692 | Long-Bell Lbr. Co. | 0.06 | " | |

There is also enclosed in quadruplicate descriptions for the U. S. Forest property and Bonneville Power Administration property. In looking over the permit from the Forest Service to Bonneville, we belive that the Forest Service has the right to have the road constructed over the Bonneville easement, but payment should be made to Bonneville for moving costs, if any. In this respect, the County should submit a copy of their Trust Agreement or other information to assure us that the right of way obligation has been taken care of.

To further help the County in negotiating these permits, we are enclosing two prints of map 5B-10-2 so that the County may secure such use permit from the Forest Service. A copy of that as well as the optionssshould be submitted to the Highway Department, when the right of way is acquired. Two other prints of map 5B-10-2 are attached for transmittal to the County.

| | | | |
|---|---|---|---|
| 26690 | U. S. Forest Service | 13.9 | acres |
| 26699 | Bonneville Power Adm. | 4.4 | " |

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

EFS:blr
enc. 2 options
2 descriptions
maps

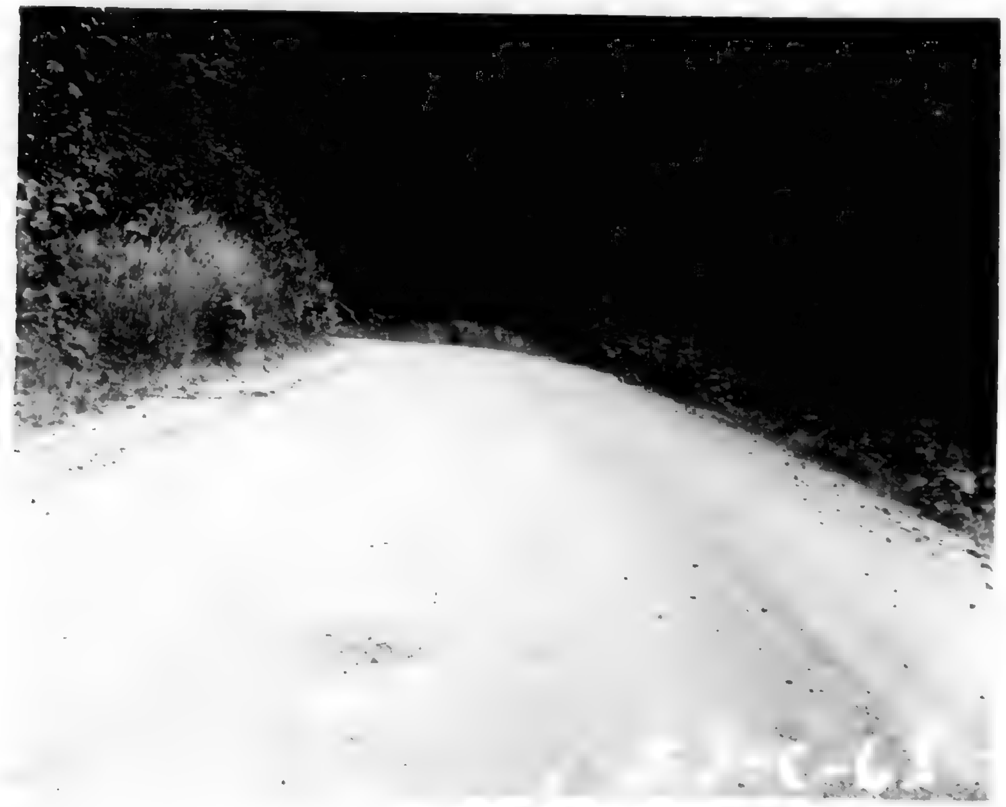
Forms and prints to county 7/12/57

cc: R. L. Porter
cc: Larry Holt

FAS____ County Lane Contract No.______

Section________________________________

Location [illegible]



57-C-62

57-C-64

F.

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[illegible] .15 [illegible] S

[illegible]

[illegible]

61-[illegible]

[illegible]

NOTED
V. R

**NOTED**
Harold C. Ayers

June 18, 1957

Mr. H. O. Walberg
Lane County Highway Administrator
1820 Roosevelt Boulevard
P. O. Box 3156
Eugene, Oregon

FAS 238

**NOTED**
John F. Hagemann

Dear Mr. Walberg:

This is to acknowledge your letter of June 13 relating to keeping the existing road open during construction on the Knowles Creek grading project.

I discussed this matter with Mr. Virgil O'Neil, our specifications engineer, and with Mr. Frank Hall, our chief designer. At two major points of conflict near the two new bridges it is believed that with some realignment of the existing roadway at these two points the existing roadway can be kept open nearly continuously. At other points of conflict if it is determined that a saving can be effected by permitting the contractor to close sections of the existing road for periods up to five days such provisions will be set forth in the special provisions for this project.

If you should be in Salem within the next few weeks I would be pleased to go over the plans and discuss this matter further if you so desire.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. GRAHAM

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm

**NOTED**
C. G. SWENSON

OFFICE OF
COUNTY HIGHWAY ADMINISTRATOR
LANE COUNTY, OREGON
1820 ROOSEVELT BLVD. — P. O. BOX 3156
EUGENE, OREGON

H. O. WALBERG
ADMINISTRATOR

H. O. STROMBOM
ASSISTANT

June 13, 1957

Oregon State Highway Department
Highway Building
Salem, Oregon
Att: Mr. C. G. Swenson
County - City Relations Engineer

NOTED
John F. Hagemann

RE: Mapleton Richardson Highway
Proposed FAS Contract

Dear Mr. Swenson:

The Board of Lane County Commissioners requested that we extend to you their suggestion, for inclusion in Special Provision, an item relating to keeping the road open during construction on a limited basis.

This suggestion was to close the road for 5 days, and open for 5 days on a staggered basis, with particular emphasis of trying to keep the road open on Saturdays and Sundays, but also within the discretion of adjustment of the open and closed days, by the resident engineer.

The Board feels that more favorable unit prices can be obtained under this arrangement, and thus rescind their formar desire to keep the road open at all times during construction.

A reply to the above suggestion will be appreciated.

Yours very truly,

H. O. Walberg
H. O. Walberg
Administrator

cc: Board of Lane Co. comm.
Oscar Norberg

RECEIVED
JUN 17 1957

RECEIVED
JUN 17 1957
OREGON
STATE HIGHWAY COMMISSION

File

MEMO TO J. W. NASH
6/14/57

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

FAS 238, Lane County

TERMINI: From Station 152+24.8 approximately 3 miles east of the junction at Mapleton of FAS 238 with FAP Route 25, easterly to Station 256+50 approximately 0.2 mile west of the west tunnel portal constructed under Oregon Project S-234(7).

PROPOSED WORK: Grade, drain, and construct two reinforced concrete bridges over Knowles Creek each 210' in length.

PROJECT LENGTH: 1.97 miles.

| COSTS: | TOTAL | FEDERAL | STATE | OTHER |
|---|---|---|---|---|
| Construction | $450,000 | $168,000 | $56,000 | $226,000 (County) |

Note: Federal funds are limited by Lane County's apportionment of available FAS funds.

EXISTING FACILITY:

ROADWAY: 14' to 16' light gravel surface. Road follows along north side of Knowles Creek and has poor grade and alignment.

STRUCTURES: none

ADJACENT SECTIONS:

WEST END: 16' light gravel wearing surface on 36' roadway. County plans to improve to 22' oil mat or paved wearing surface with 4' shoulders as funds become available.

EAST END: Graded to 38' roadbed under Oregon Project S-234(7). County will place base material and oiled or paved wearing surface 22' wide with 4' shoulders as soon as grading is completed and weather permits.

PROJECT DATA: Grade, drain, and construct two bridges over Knowles Creek. Each bridge will be reinforced concrete 210' in length with a horizontal clearance of 26'. After completion of the project the county will place base material and construct an oiled or paved wearing surface 22' in width with 4' shoulders.

ROW WIDTH: 80' minimum.
MINIMUM DESIGN STANDARDS: No exceptions.
ACCESS CONTROL: None
RR X'ING: None
SYSTEM ACTION: None required.
UNUSUAL OR COMPLICATED SITUATIONS: None

Supporting data submitted under S-234(7).

NOTED
[illegible]

NOTED
JOHN D [illegible]

JFH:mm

NOTED
V. R. JONES

NOTED
Harold C. Ayers

June 11, 1957

Mr. H. C. Walberg
Lane County Highway Administrator
County Shops
1820 Roosevelt Boulevard
Eugene, Oregon

FAS 238

NOTED
John F. Hagemann

Dear Mr. Walberg:

Enclosed are two prints of a sketch map showing the encroachments on the Bonneville Power Administration transmission line on the Knowles Creek grading project. The map also indicates the location of the switch over as proposed by Mr. Killingsworth of the B.P.A.

As this is a right-of-way matter it will be the obligation of the county to carry out the required negotiations with the B.P.A. to achieve this relocation. The procedure followed by the Highway Department in this type of negotiation is that Mr. John V. Mulcahy, Bonneville Power Administration, 1001 N. E. Lloyd Boulevard, Portland 8, Oregon, is notified of the required relocation and an estimate of cost of the work is requested. A map showing the relocation should accompany the letter to the B.P.A. After the estimate of cost has been determined a trust agreement is negotiated and this agreement will probably require an advance deposit based on the estimate of costs. Final payment for the relocation is based on the actual cost of performing the work.

If you should desire additional prints of the map or additional information regarding this matter, please advise this office.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. GRAHAM

By

NOTED
C. G. SWENSON

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Encl.

R

RECEIVED
JUN 11 1957
FOR FILING

S-224[illegible]

5074

June 11, 1957

Lane County Court
Eugene, Oregon

Gentlemen:

The KnowlesCreek Section of the Mapleton-Richardson County Road (FAS 238) interferes with a portion of the Bonneville Power Company's 115-kv line as shown on the attached print. Furnishing of right of way is a function of the County, and it is requested that the County negotiate with the Bonneville Power Administration for the revision of this section of their line.

This section is scheduled for contract in the near future, and the power lines should be out of the way so that they will not interfere with construction.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams
Mr. Frank Morgan/w. encl.
Mr. Tom Edwards

FORM E30—30M—2-57—1476

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1957

**SUBJECT:** BPA Transmission Line
Knowles Creek Section
Mapleton-Richardson Road
(FAS 238)
Lane County

**To:** Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I hand you herewith a sketch map showing the area of conflict between the Bonneville power line (115 kv) and the relocated Mapleton-Richardson County Road.

It is the obligation of the county to obtain the right of way on this section and the clearing of the utilities is considered a part of this right of way obligation.

It is therefore recommended that the county be notified through our County and City Relations Department that the Bonneville power line is in the way and that they will have to make arrangements with the Bonneville Power Administration for its removal. This, no doubt, will involve a trust agreement between the county and the BPA.

Tom Edwards
Construction Engineer

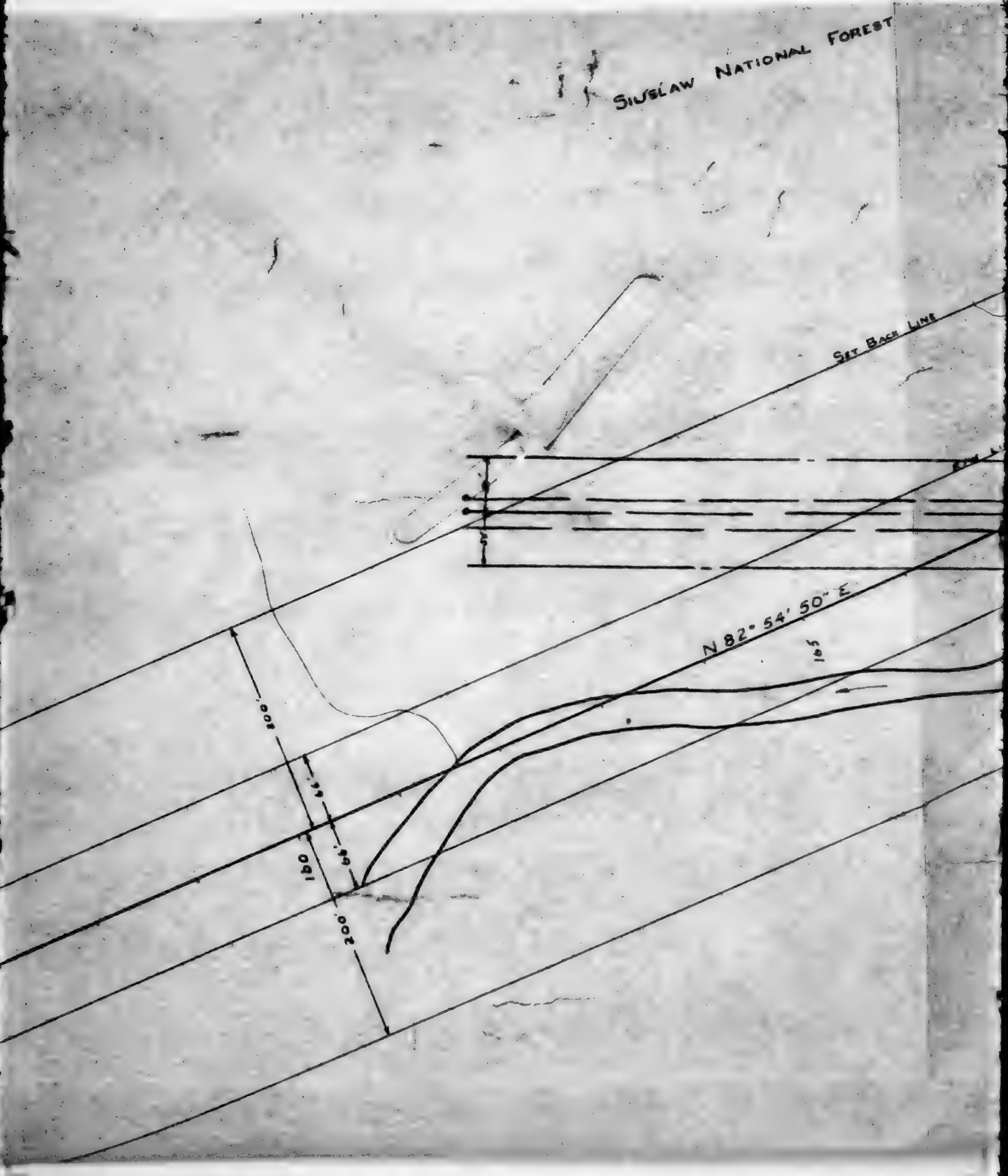
By L. H. Young
L. H. Young
Ass't Construction Engineer

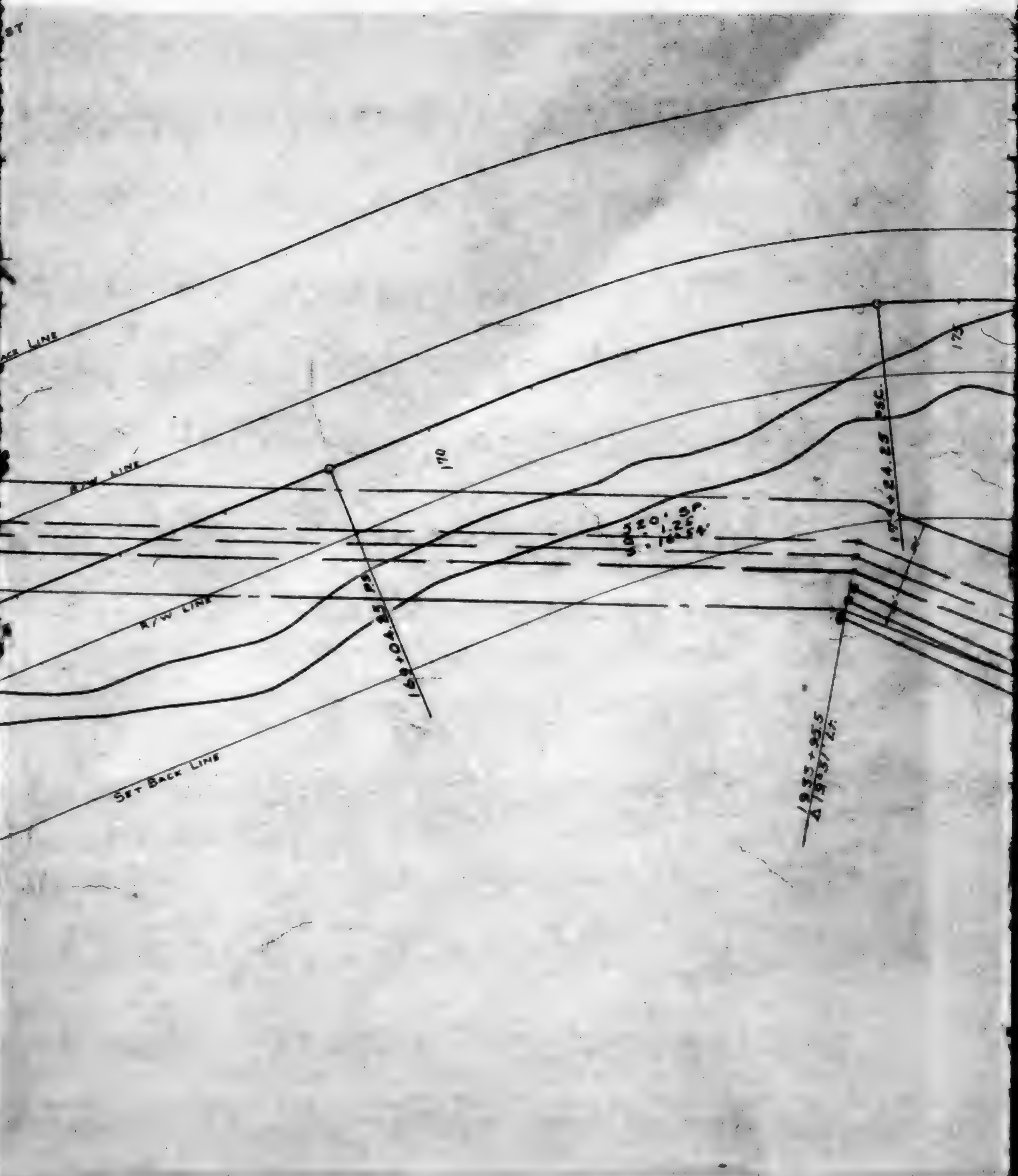
LHY:jc

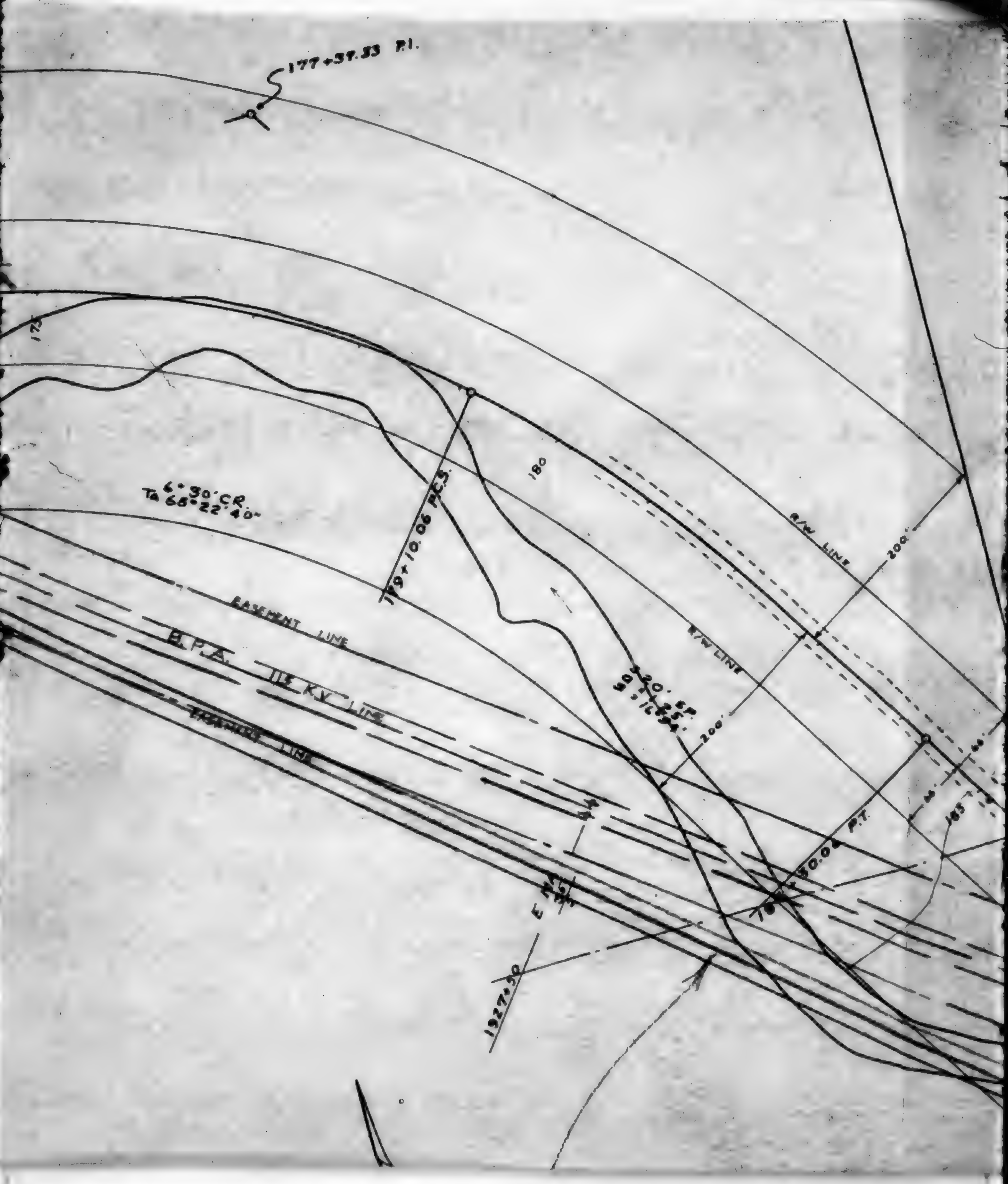
Encl.

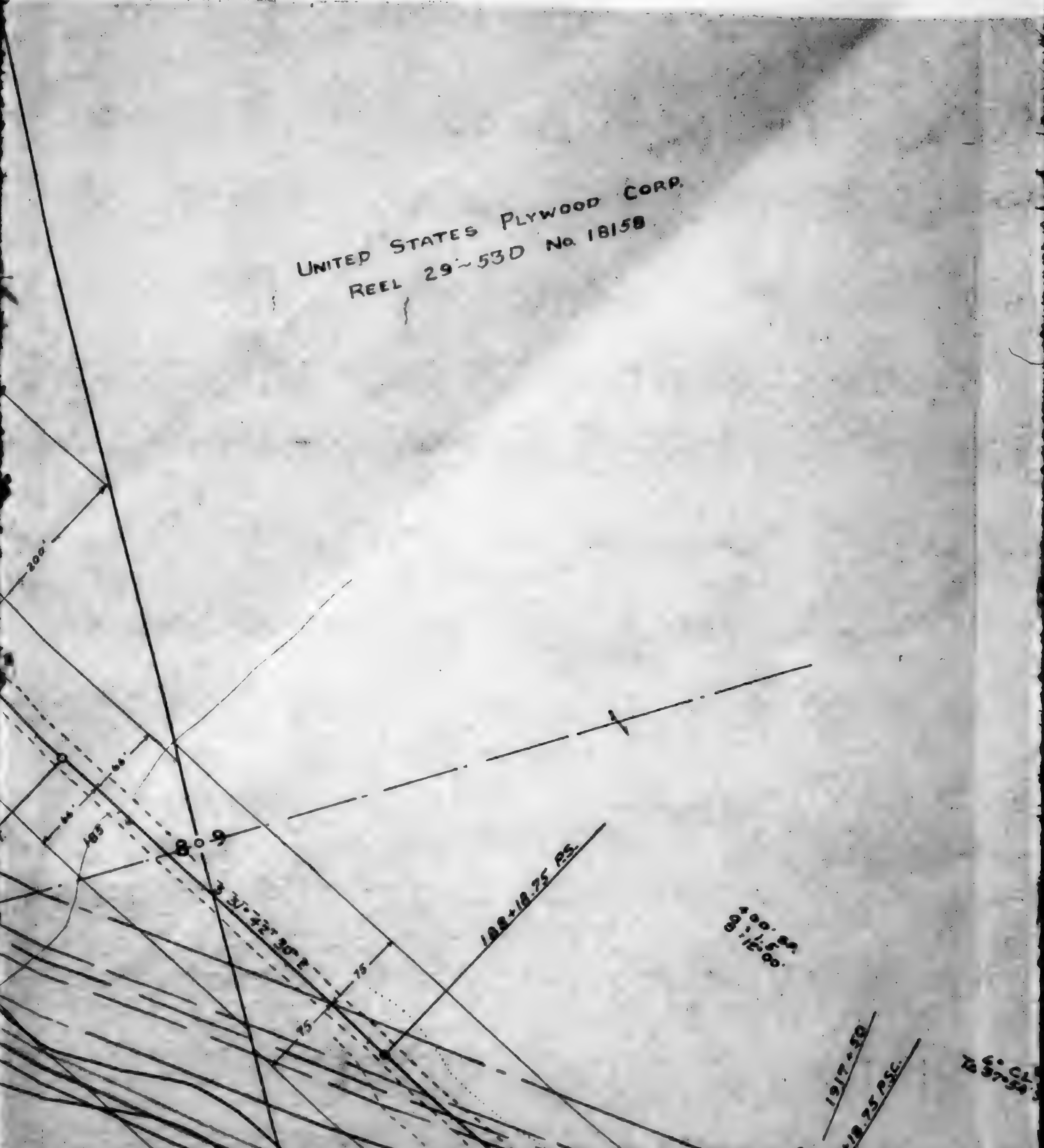
cc/encl. G. S. Paxson → Glen - will you please take this one
Coop
R. L. Porter
C. G. Swenson

RECEIVED
JUN 7 1957
OFFICE OF
STATE HIGHWAY ENGINEER

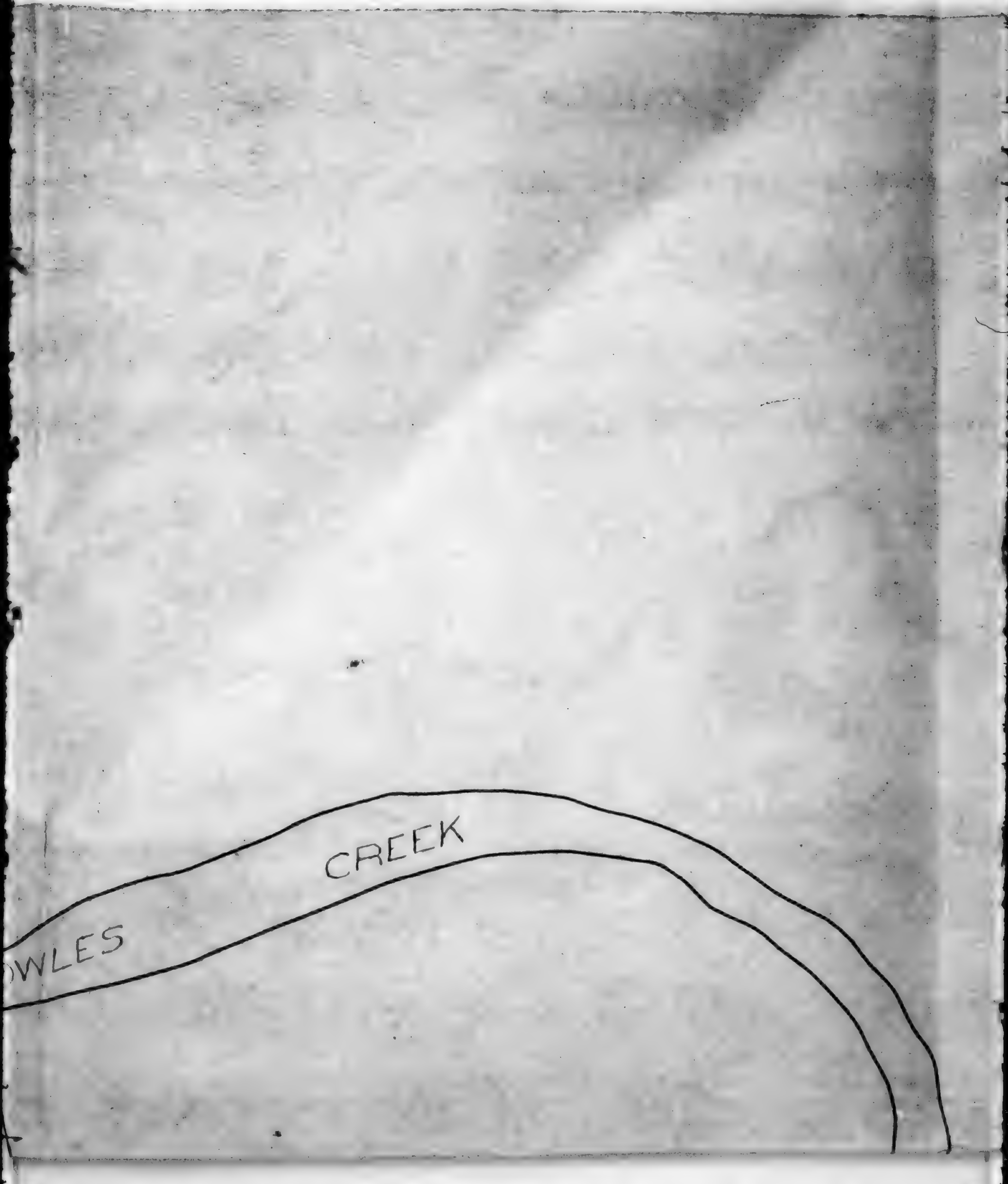

SIUSLAW NATIONAL FOREST
SET BACK LINE
N 82° 54' 50" E
105
800'
66'
180
66'
200'


ST
BACK LINE
R/W LINE
170
175
R/W LINE
320' SP.
θ = 1.25
S = 10°54'
169+04.25 P.S.
1[illegible]+24.25 PSC.
1955+95.5
Δ 19°31' Lt.
SET BACK LINE


177+37.33 P.I.
173
6°30' CR.
Ta 65°22'40"
179+10.06 P.C.S.
180
R/W LINE
200'
EASEMENT LINE
B.P.A. 115 K.V. LINE
EASEMENT LINE
R/W LINE
3°20' SP
SO
200'
P.T.
30.00
185
1927+50


UNITED STATES PLYWOOD CORP.
REEL 29-530 No. 18158
200'
66'
66'
165
8
9
S 31°42'30" E
15
15
188+18.75 P.S.
400.89
11.5
12.00
1917+50
192+18.75 P.S.C.

C. CL.
TO 37°54'30"
36 P.C.S.
400' SP.
D = 1.5
S = 12°00'
KNOWLE

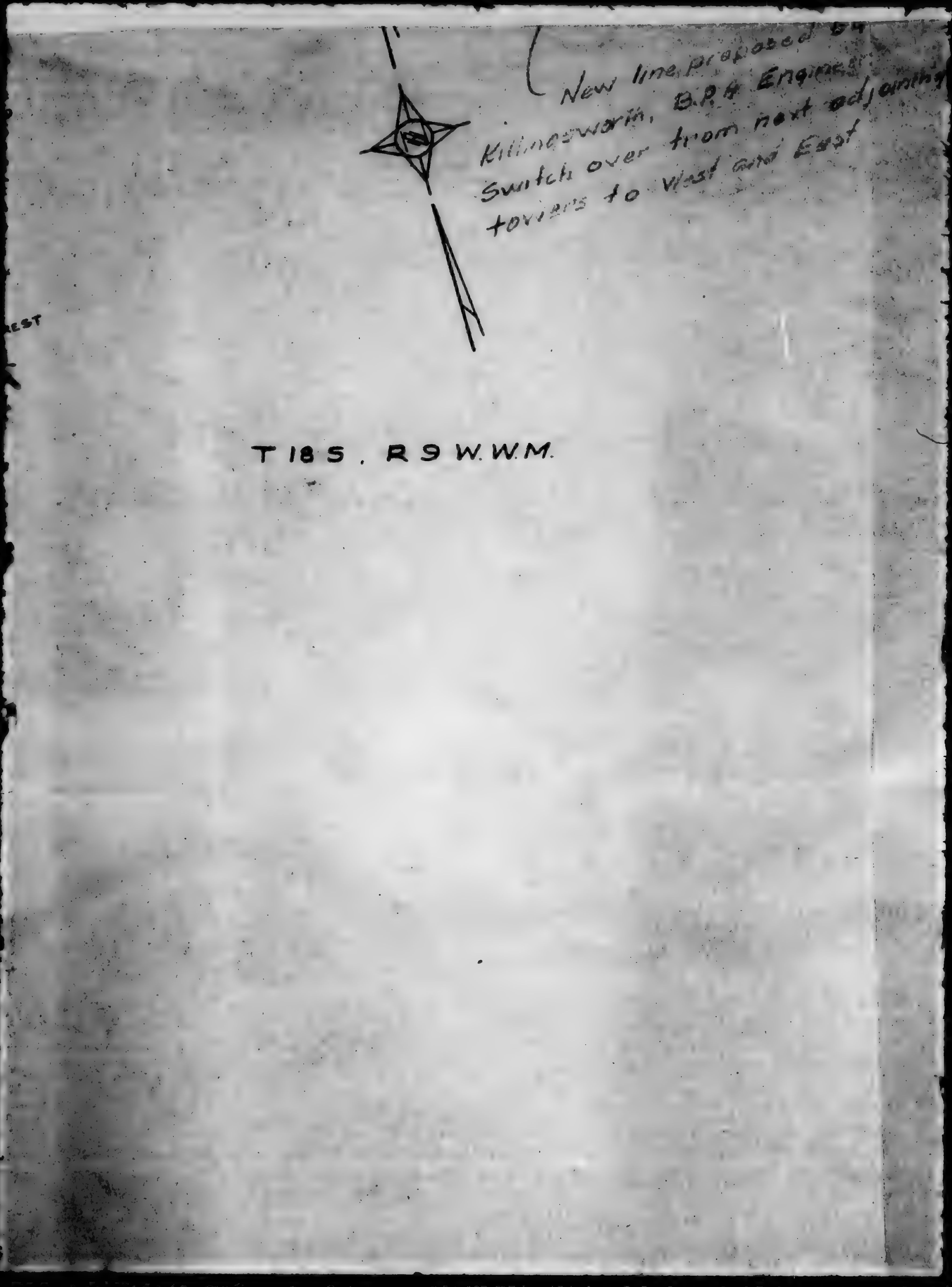


OWLES
CREEK

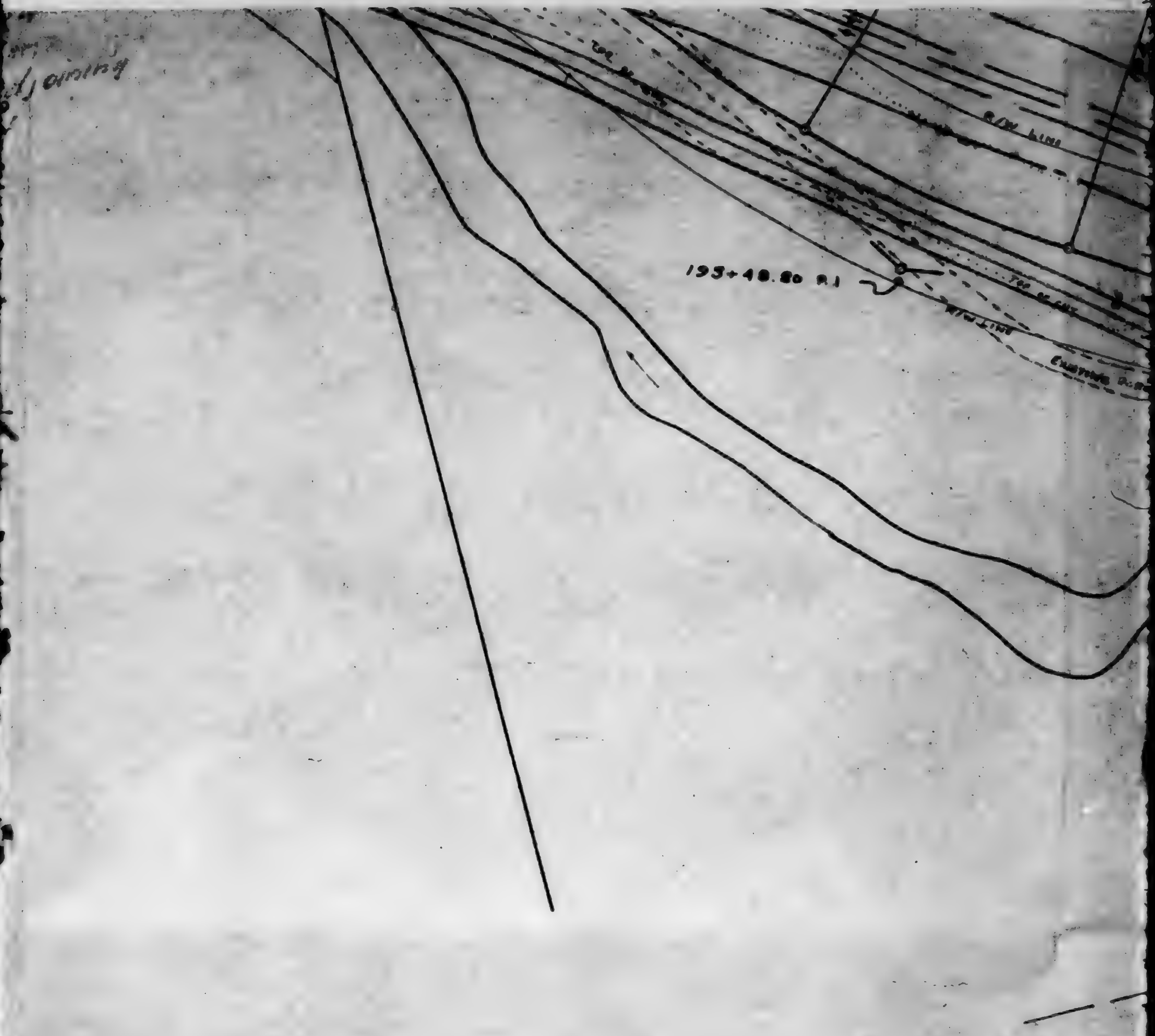
OREGON ST
S
ENCROACMENTS
KNOWL
MAPLETON - R
APRIL 195
J.C. CHA

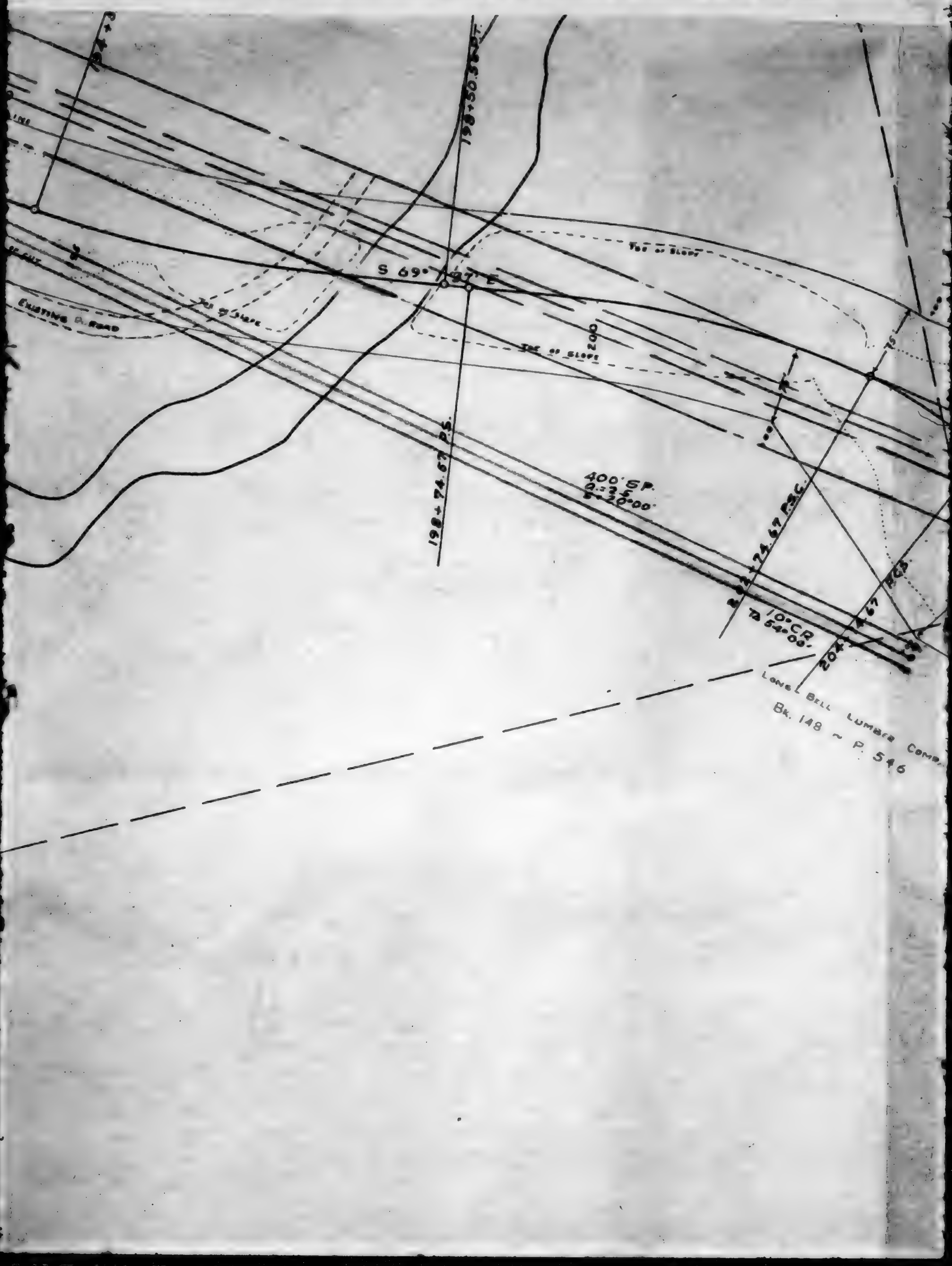
OREGON STATE HIGHWAY DEPARTMENT
SKETCH MAP
OACMENTS ON B.P.A. TRANSMISSION LINE
KNOWLES CREEK SECTION
LETON - RICHARDSON COUNTY ROAD
APRIL 1957 SCALE: 1" = 100'
J.C. CHAPMAN, LOCATING ENGR.

Siuslaw National Forest

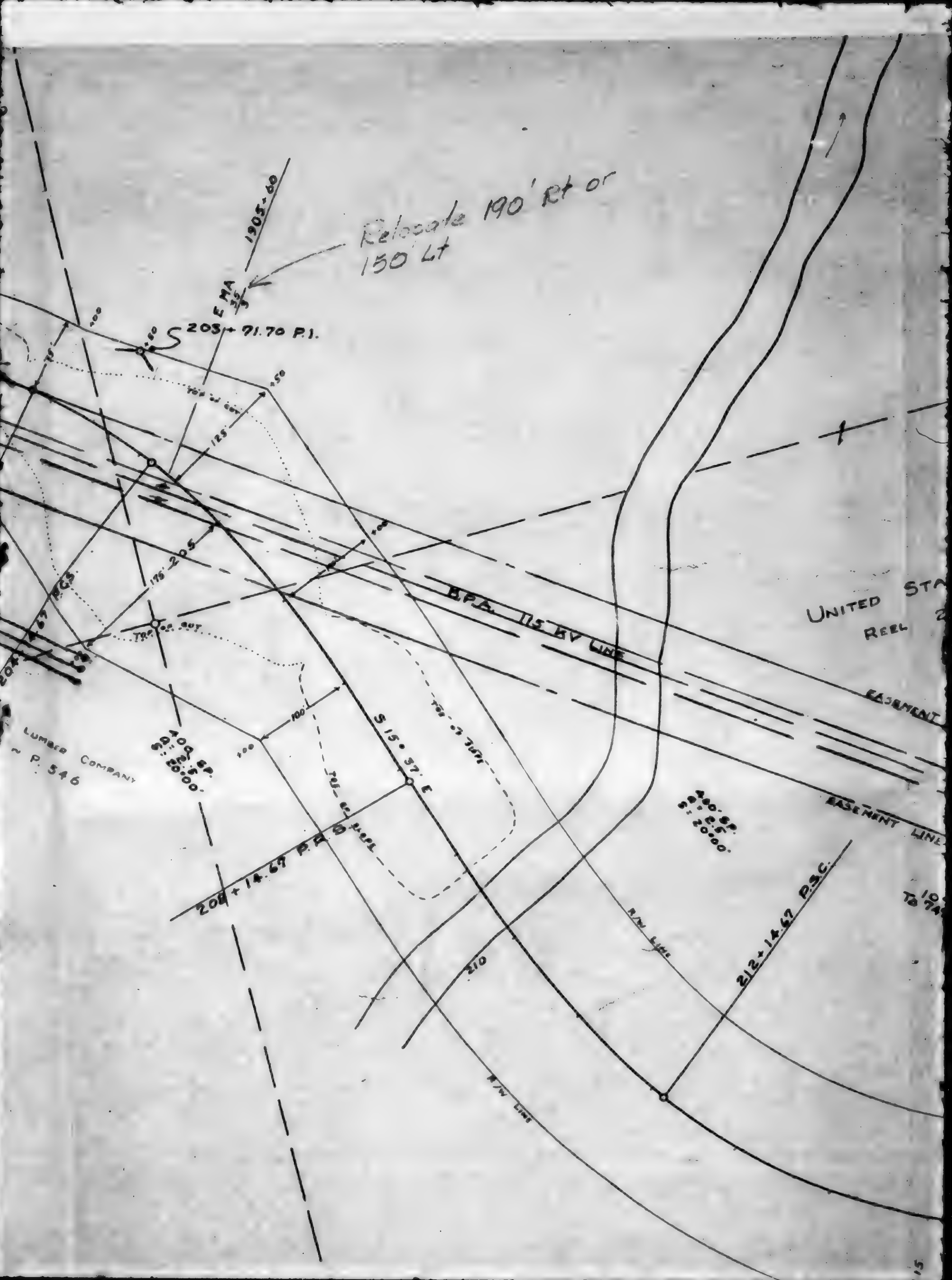

EST
T18S. R9W.W.M.

New line proposed by Killingsworth, B.P.A. Engineer. Switch over from next adjoining towers to West and East


djoining
193+48.80 P.I
R/W LINE
TOP OF CUT
R/W LINE
EXISTING R.R

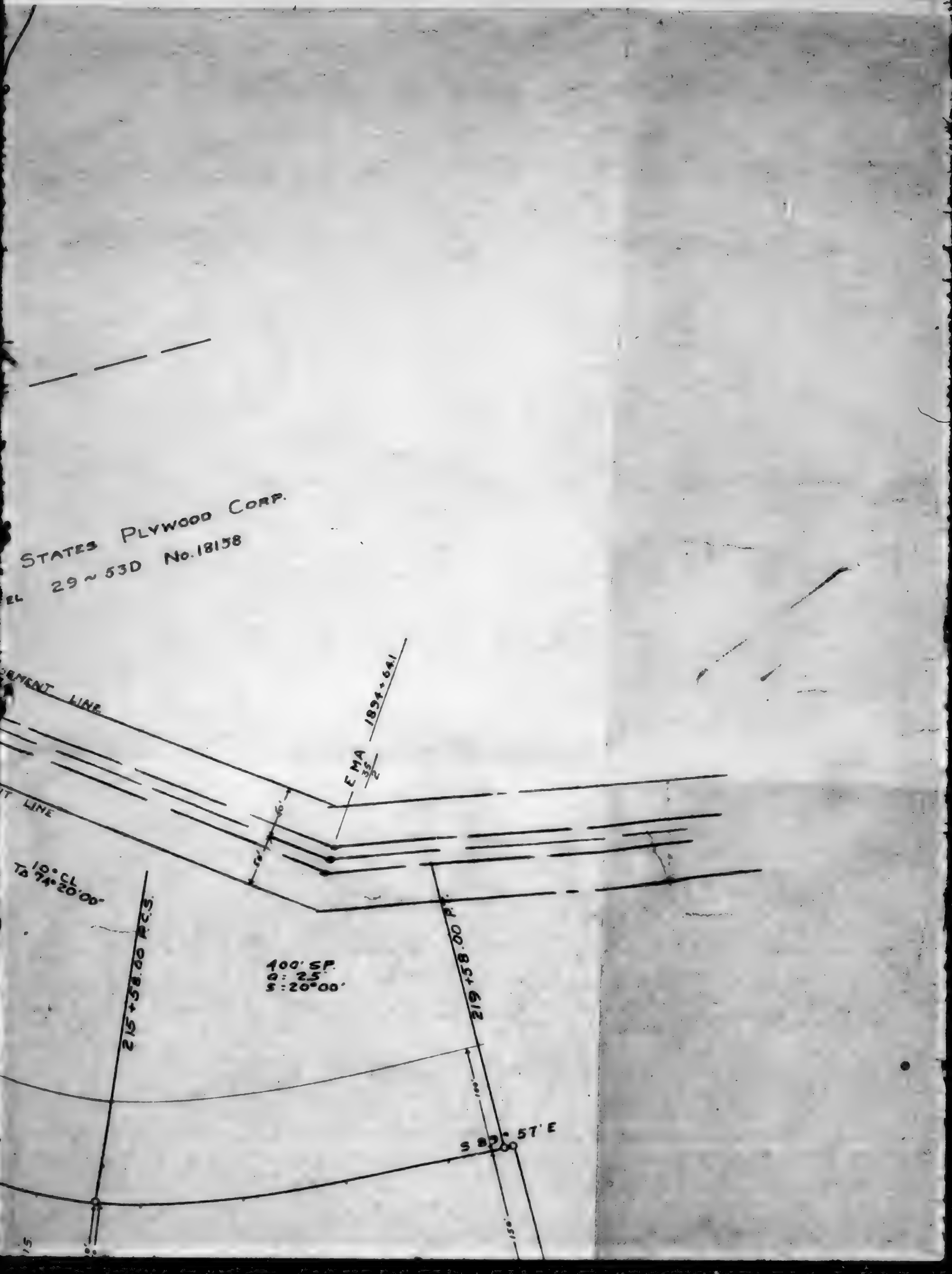


194+3
198+50.3 P.T.
S 69° 7.97' E
EXISTING R. ROAD
TOE OF SLOPE
TOE OF SLOPE
TOE OF SLOPE
200
198+74.67 P.S.
400' S.P.
a=3.5
S=20°00'
202+74.67 P.S.C.
10° C.R.
TA 54°00'
204+4.67 P.C.S.
LONG BELL LUMBER COMP
BK. 148 ~ P. 546



1905-60
E MA
203+71.70 P.I.
+00
+50
125
205
175
204+14.67 P.C.S.
TOP OF CUT
B.P.A. 115 KV LINE
UNITED STA
REEL 2
EASEMENT
EASEMENT LINE
S 15° 37' E
100
400 SP.
8° C.S.
S: 20.00
400 SP.
8° C.S.
S: 20.00
LUMBER COMPANY
~ P. 546
TOE OF FILL
TOE OF FILL
208+14.67 P.C.S.
210
212+14.67 P.S.C.
R/W LINE
R/W LINE
10
TO 74

Relocate 190' Rt or 150' Lt


STATES PLYWOOD CORP.
EL 29 ~ 53D No. 18158
EMENT LINE
T LINE
1894+64.1
E MA 35/2
6'
6'
10° CL
TO 74°20'00"
215+58.00 P.C.S.
219+58.00 P.
400' SP.
a: 25
S: 20°00'
100'
150'
S 89° 57' E
15

OREGON STAT
SKE
ENCROACMENTS C
KNOWLES
MAPLETON - RIC
APRIL 1957
J.C. CHAR

ON STATE HIGHWAY DEPARTMENT

SKETCH MAP

ENTS ON B.P.A. TRANSMISSION LINE

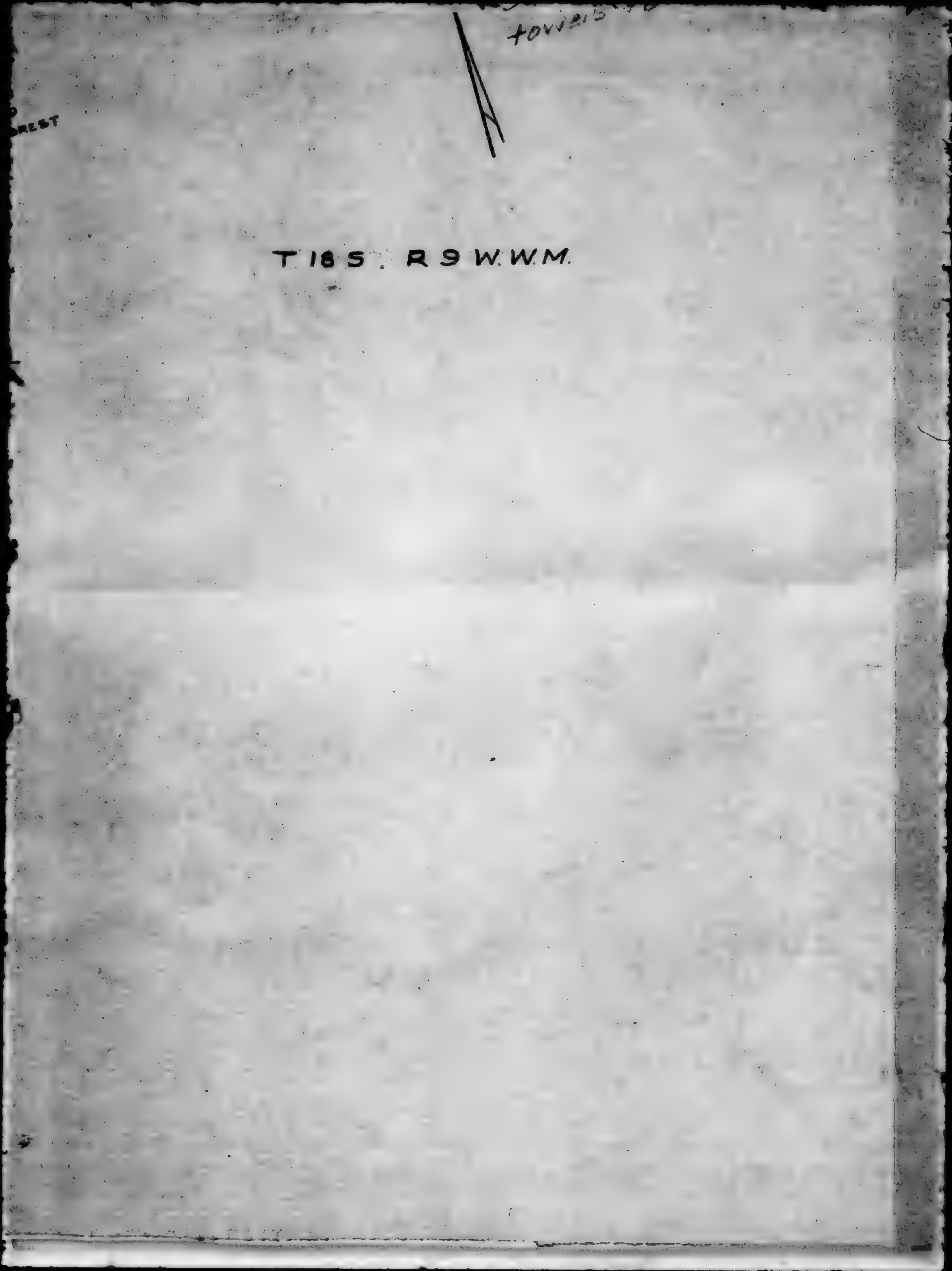
NOWLES CREEK SECTION

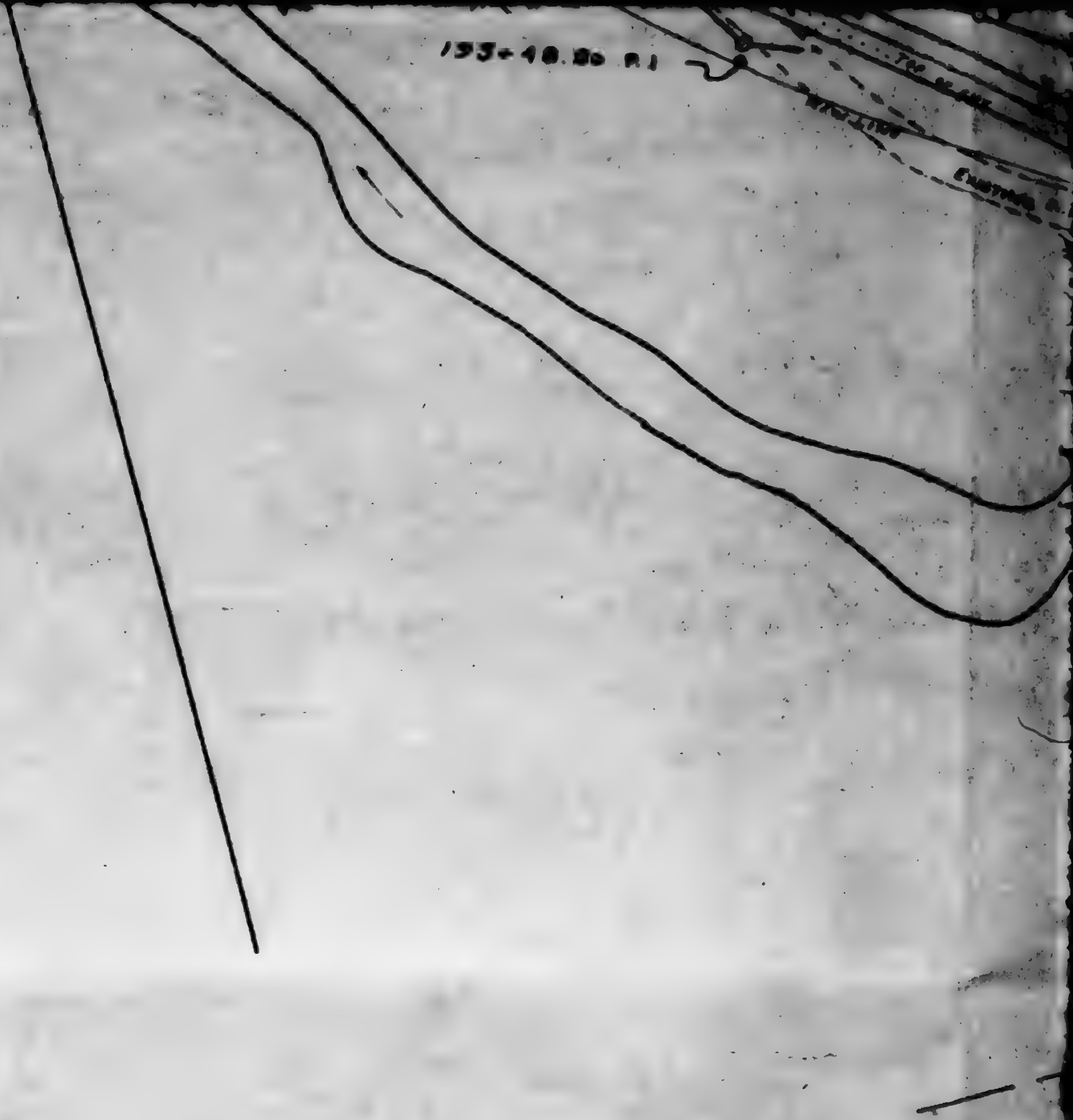
ON - RICHARDSON COUNTY ROAD

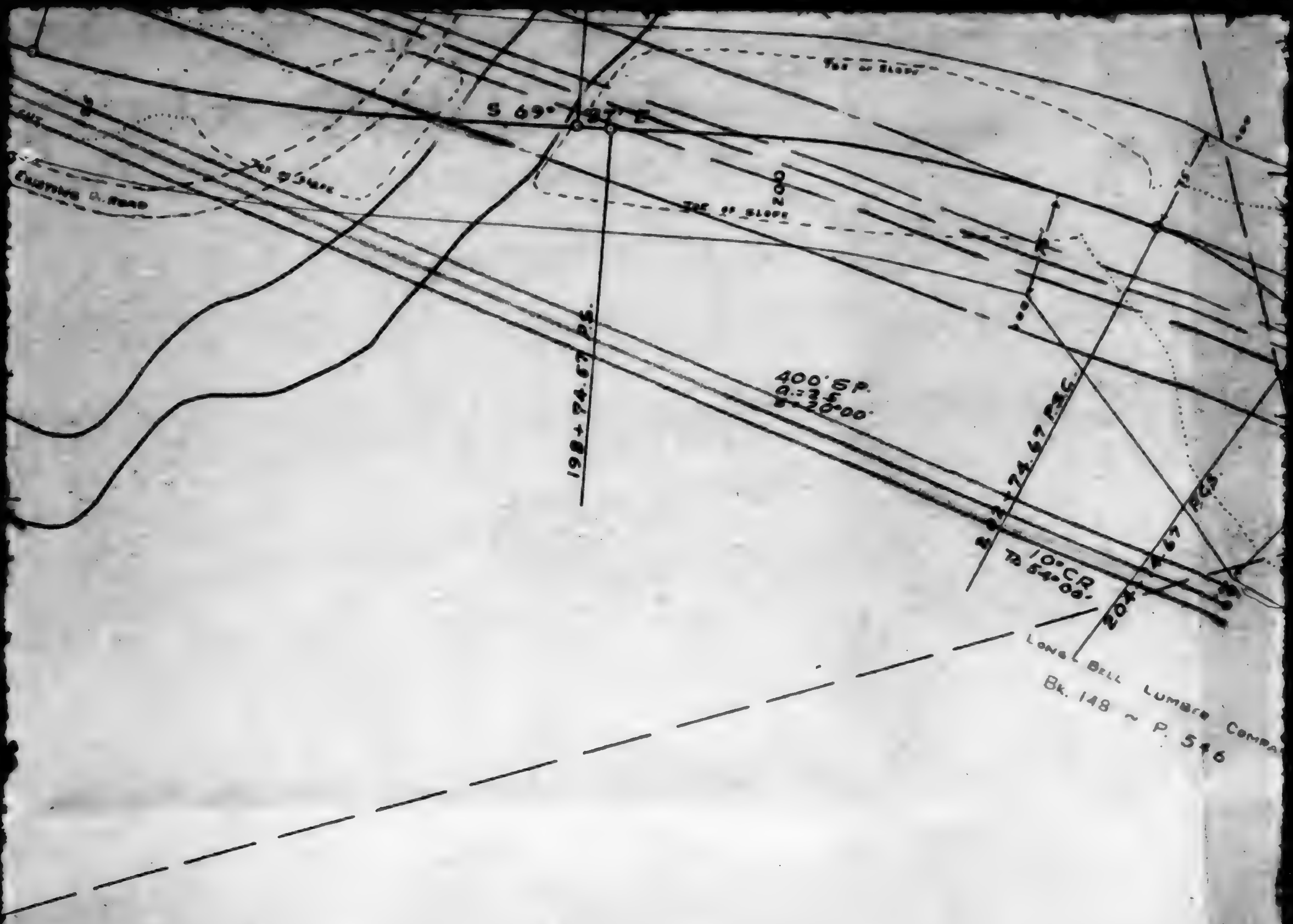
IL 1957 SCALE: 1" = 100'

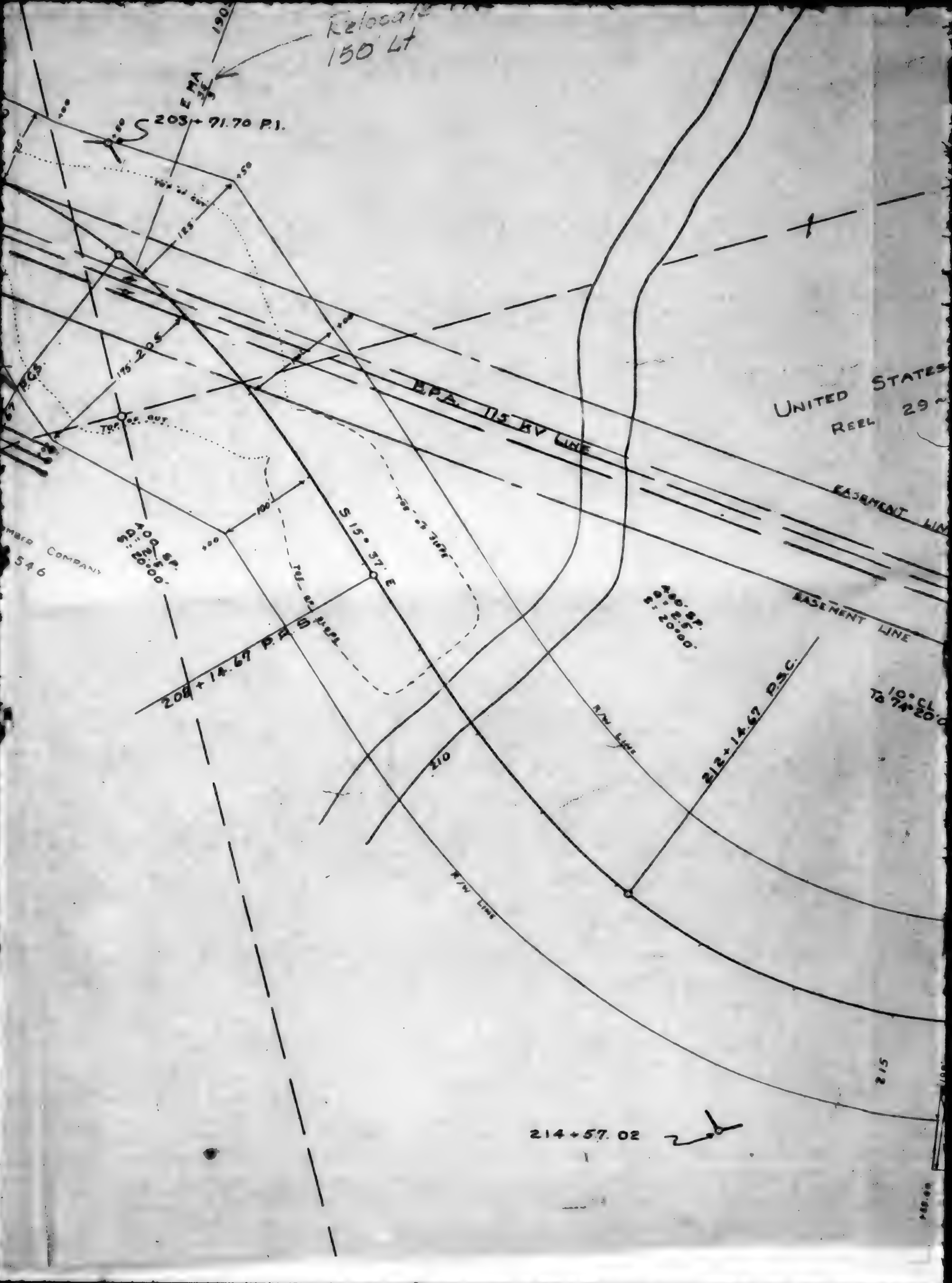
C. CHAPMAN, LOCATING ENGR.

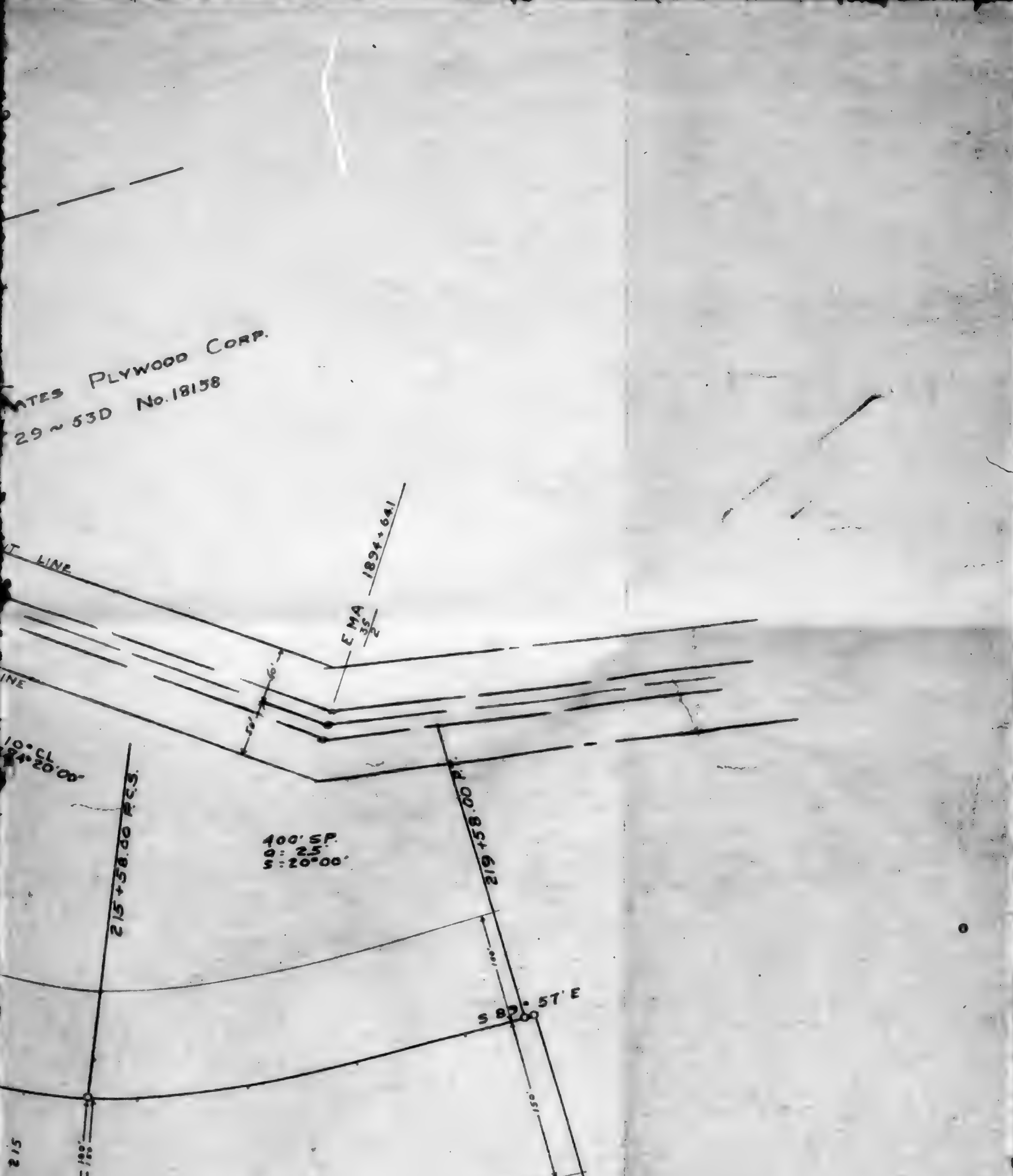
SIUSLAW NATIONAL FOREST


towns
REST
T 18 S. R 9 W.W.M.


153+40.80 P.I
R/W LINE
EXISTING


S 69° 27' E
Toe of Slope
Top of Slope
Top of Slope
200
Existing Co. Road
198+74.67 P.S.
400' S.P.
a=3.5
S=20°00'
202+74.67 P.S.C.
10° C.R.
To 54+00
204+74.67 P.C.S.
Long Bell Lumber Company
Bk. 148 ~ P. 546


Relocate
150' Lt
190
E MA 34 35
203 + 71.70 P.I.
Top of cut
125
150
205
175'
P.C.S.
Top of cut
100
B.P.A. 115 KV LINE
S 15° 57' E
Top of slope
Toe of slope
mber Company
546
S.D. 400 SP.
2.5
20.00
208 + 14.67 P.P.S.
400 SP.
2.5
20.00
UNITED STATES
REEL 29
EASEMENT LINE
EASEMENT LINE
10° CL
To 74+20.0
R/W Line
210
212 + 14.67 P.S.C.
R/W Line
215
214 + 57.02



ATES PLYWOOD CORP.
29 ~ 53D No. 18158
T LINE
INE
1894+641
E MA
35
2
60'
50'
10° CL
84+20'00"
215+58.00 P.C.S.
219+58.00 P
400' SP.
a: 2.5°
S: 20°00'
100'
S 89° 57' E
150'
215
100'
150
+58.00

LOCATION PROSPECTUS - KNOWLES CREEK SECTION
MAPLETON-RICHARDSON ROAD - LANE COUNTY

12 - 56

The following prospectus is submitted for the Knoles Creek Section of the Mapleton-Richardson Road. The west end of the survey is at M.P. 3.15 (M.P. 0.0 at Mapleton). The east end of the project is at M.P. 4.85, which point is the west end of the Knowles Creek-Turner Creek Tunnel Section presently under contract. The overall length of the project is 1.7 miles and encompasses the section of the road west of the tunnel section not built to proposed alignment and/or grade.

The purpose of the survey is to re-survey the route and prepare plans for letting of contract. The original survey made in 1936 provided for a 665-foot tunnel within the limits of this section. A careful study is to be made in an attempt to eliminate this tunnel.

The route was surveyed by Phelps and completed by Martin in 1936. Routine soils analysis will be required. If the tunnel cannot be eliminated, special exploration for this facility will be required.

Traffic estimates west of the summit tunnel are as follows:

| | |
|---|---|
| 1954 Diverted | 700 ADT |
| 1954 Generated | 500 " |
| 1954 Total | 1200 ADT |
| 1975 Total | 3000 ADT |

The traffic warrants a Class B-50 modified with two eleven-foot lanes with four-foot shoulders. Maximum curvature will be 10 degrees and a substandard maximum grade of 6.5 percent, which grade was adopted to shorten the tunnel on the adjoining unit. A climbing lane would be desirable but probably not obtainable under present conditions.

A tentative base design of 15 to 20 inches base and wear is being used subject to soil tests. The base and wearing surface will not be a part of this project.

This project is on a sustained rising grade, with total rise about 262 feet. The total central angle is estimated to be 277 degrees.

Deviation from the standards set forth for this class of highway in Section 10 of the Oregon State Highway Department Technical Bulletin No. 19, Revised, is anticipated only in the maximum grade heretofore mentioned.

Access is unrestricted. No railroad crossings are involved. Two crossings of Knowles Creek by structure are anticipated.

The nearest developed source of aggregate is a rock quarry near Mapleton and 0.9 mile north of M.P. 0.24. This quarry is on forest lands and Lane County has a special use permit for production. A private contractor is set up in the quarry at present under a yearly lease which can be revoked by the Forest Service.

Dec. 56

LOCATION PROSPECTUS - KNOWLES CREEK SECTION
MAPLETON-RICHARDSON ROAD

This is a Lane County FAS project.

No state parks are in proximity to this project.

Attachment.

cc to: W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
F. D. Morgan
J. C. Chapman
C. G. Polk
S. H. Probert
Frank Hall
R. L. Porter
C. G. Swenson ✓
F. B. Crandall
C. H. Armstrong
P. M. Stephenson
Jay Blair
R. C. Edgerton
J. W. Nash
Ray Webber (2)

RECEIVED
DEC 3 1956

19-1026 Thomas Cr. Br. Sec. of 1957
Klamath Falls-Lakeview
#5075 Hwy.

RECEIVED
JUN 5 1959
FOR FILING
19-236
5175

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**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 29, 1959

SUBJECT: Irrigation Diversion -
Thomas Creek Bridge,
Klamath Falls-Lakeview Hwy.

To:

P. M. Stephenson
Assistant State Highway Engineer

Reference is made to the Thomas Creek drainage on the Klamath Falls-Lakeview Highway immediately west of Lakeview. On December 19, 1958, I wrote a letter suggesting we obtain the assistance of the State Engineer in the securing of permits covering the use of the highway right of way for the transportation of irrigation water as pro rated to private owners by the State Engineer.

I recently discussed this matter with the State Engineer's office and they advise me that the State Engineer does not require written evidence of permission to transport water across private property before they issue water rights. The State Engineer issues the water right on the basis of the water available and leaves it to the property owner and the permittee to make arrangements for the transportation of the water.

This being the case we can anticipate no help from the State Engineer's office in our attempt to place these irrigation water users under permit.

IA DeFrance
I. A. DeFrance
Maintenance Engineer

IAD:je

CC: Leonard I. Lindas

NOTED
P. M. STEPHENSON

RECEIVED
[illegible]
ENGINEER

FORM E-30 50M 8-57—6833

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1958

SUBJECT: Irrigation Diversion -
Thomas Creek Bridge,
Klamath Falls-Lakeview Hwy.

To:

P. M. Stephenson
Assistant State Highway Engineer

On July 11, 1958, Mr. G. E. Rohde addressed a letter to Mr. Theodore R. Conn, Attorney at Law, Lakeview, requesting the names of his clients and information as to the amount of water for which they have water rights from Thomas Creek.

After a long delay and several reminders, a reply was received from Mr. Conn dated September 19, 1958. There were several statements in this letter to which we take exception. One of these statements is the following: "Prior to the construction of this bridge all of the waters of Thomas Creek moved eastward. A portion of them went through the first bridge immediately to the east, and the balance of the waters moved still further east and went under a second bridge." Mr. Conn refers to the new "Drainage Ditch" bridge constructed by the Highway Department in 1957. He refers, also, to the North borrow pit paralleling the highway extending Easterly from this new bridge.

After the drainage ditch was constructed and before we constructed the new "drainage ditch" bridge it is true the waters of Thomas Creek moved Eastward through our North borrow pit to the highway bridge which was located across the original channel of Thomas Creek. We do not admit that Thomas Creek was in its normal channel while moving through the North borrow pit or that Thomas Creek has any right in this borrow pit, the water having been forced into it by the illegal action involved in the diversion of Thomas Creek from its original channel to the drainage ditch constructed by the Drainage District.

In other words, the Highway Department did not divert Thomas Creek, and the original bridge for Thomas Creek is still in place. We have provided a "drainage ditch" bridge for the passage of water brought to us in the drainage ditch, and as far as we are concerned this is not Thomas Creek but a drainage ditch and Thomas Creek has been closed above our Thomas Creek bridge.

We maintain the position that the property owners who constructed the drainage ditch closed the original channel of Thomas Creek and diverted the water into their drainage ditch, forcing the water to run through our borrow pit to reach the bridge. For this reason if any of the owners who have water rights from Thomas Creek are deprived of water due to the diversion of Thomas Creek it is on account of the original action of the Drainage District people, not the Highway Department.

Mr. Conn states that "the balance of the waters moved still further east and went under a second bridge". This is not a natural condition that existed before the highway was built, but may have occurred in times of flood and high water. Here, again, an attempt is being made to establish our borrow pit as a Thomas Creek channel or as an irrigation ditch.

We believe that this use of our North borrow pit is illegal and that even though water has been taken out of this borrow pit since it was excavated, we do not believe that prescriptive rights operate against the State. We believe that these water rights should be reviewed and if water cannot be made available to them from the original Thomas Creek channel that other arrangements be made. If it should be found necessary to permit water to be carried Eastward through our North borrow pit as suggested by Mr. Conn, we believe the arrangement should be covered by permits which would require those holding the permits to maintain the channel at the grade and elevation necessary to furnish them with water.

In the next to the last paragraph of Mr. Conn's letter he states as follows: "Therefore, I believe that it will be necessary for the State Highway Department to maintain the level of the channel of the newly dug Thomas Creek bypass at such level as will permit the water to be forced easterly along the north side of the highway in the old channel of Thomas Creek."

As stated above, we do not believe that the North borrow pit is legally "the old channel of Thomas Creek". In addition, we do not believe that it is the Highway Department's responsibility to maintain the level, etc., as suggested by Mr. Conn.

To clarify the situation we had hoped to obtain the names of the property owners who held water rights so that we could negotiate with them relative to issuing permits authorizing them to utilize the North borrow pit as an irrigation ditch and requiring them to maintain the same.

Possibly we can challenge the validity of the water rights in question on the basis of the unauthorized use of our borrow pit as an irrigation ditch. From our experience with water rights at Manning and elsewhere throughout the state we question the validity and value of a water right that involves a violation of adjacent property. At Manning our water right is being made ineffectual by an adjacent property owner. When we applied for a water right at Austin we were required to obtain prior authority to enter upon and occupy the ground involved in our headworks and pipeline.

We would like our attorneys to study the possibility of enjoining the State Engineer from issuing new water rights and possibly from continuing the existing ones unless authority for the water user to use our borrow pit as an irrigation ditch were obtained in the way of either an easement or permit.

It appears to us that the use of our right of way as an irrigation ditch is as flagrant an encroachment upon the right of way as the construction of a building or other structure upon the right of way would be.

Possibly the Attorneys could review the situation and give us some suggestions as to how to proceed in this matter. We hate to drop the case and assume an obligation which legally is not ours and which, during future years, could involve considerable expenditures and much argument and contention.

I. A. DeFrance
Maintenance Engineer

IAD:je

RECEIVED

19-1026

5C15

**THEODORE R. CONN**
ATTORNEY-AT-LAW
PHONE WHITEHALL 7-2233
19 G. STREET SOUTH
BOX 381
LAKEVIEW, OREGON

September 19, 1958

State Highway Department
Salem, Oregon

Gentlemen:

Let me apologize for not answering your letter at an earlier date. Your Mr. Clark of Bend called on me yesterday and called my attention to the fact that I had not answered it, so I hasten to do so.

The water rights discussed in my previous letter to you are affected by the construction of the new bridge carrying a portion of the waters of Thomas Creek and result from the construction of this bridge with a channel below the level of the old channel running easterly from the new bridge. Prior to the construction of this bridge all of the waters of Thomas Creek moved eastward. A portion of them went through the first bridge immediately to the east, and the balance of the waters moved still further east and went under a second bridge. Since the construction of this new bridge with the bottom of the channel at a lower elevation, all of the water goes down the new channel constructed by the State Highway Department, except at flood stage.

Favell-Utley Realty Company has made application for a pumping right out of Thomas Creek on Section 17 from the channel immediately to the east of the new channel, and when all of the waters are taken down this newly constructed channel, of course this pumping right is not effective. In addition to that, J. W. Ogle and Son, and John Barry, who has succeeded to the rights of M. P. J. Barry in the waters of Thomas Creek and Hot Springs Creek, are without water. Their water, as I understand it, goes through the easterly most channel which carried Thomas Creek water.

The points of diversion are such that this water must pass to the east in order to give them water to be used in connection with their ditches. Therefore, I believe that it will be necessary for the State Highway Department to maintain the level of the channel of the newly dug Thomas Creek bypass at such level as will permit the water to be forced easterly along the north side of the highway in the old channel of Thomas Creek, in order that these people may get their rights.

NOTED
P. M. STEPHENSON

If this does not clearly explain the position of these people to you, please advise and perhaps I can furnish you with a rough sketch or drawing.

Very truly yours,

Theodore R. Conn

Theodore R. Conn

RECEIVED
SEP 22 1958
OREGON
STATE HIGHWAY COMMISSION

lm cc Bob Clark

RECEIVED
AUG 18 1958
FOR FILING

11-1036

5575

August 15, 1958

Oregon State Highway Commission

Re: Thomas Creek bridge project,
Lake County

Gentlemen:

We have recently completed a small project on the Klamath Falls-Lakeview Highway in Lake County which involved the building of a bridge across Thomas Creek and channel changes above and below the structure. The general excavation and the channel change overran approximately 1,950 cubic yards and, due to the remote location and small size of the project, our engineering expenditures also overran.

The total project authorization was $20,207.25 and the overrun of this authorization will amount to $2,967.09. This is 14.68 per cent over the project authorization. I would recommend that the authorization for this project be increased in that amount.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. I. D. Merchant
Mr. C. H. Maison

GSP:gm er

RECEIVED

FOR FILING

To: 575

# OREGON STATE HIGHWAY DEPARTMENT

## INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 6, 1958

**SUBJECT:** Irrigation Diversion -
Thomas Creek Bridge,
Klamath Falls-Lakeview Hwy.

L. E. Warfield
Assistant Division Engineer

Bend

Receipt is acknowledged of your letter of August 4th relative to Thomas Creek drainage.

The farmers located a mile south of the highway apparently are in a slightly different situation than the farmer immediately south of our old bridge. The water which the property owner immediately south of the highway uses is taken directly from the West Branch of Thomas Creek, and he, as well as the State, has been directly damaged by the diversion which was made by the Drainage District improvement in 1946. The men who are located a mile farther south apparently are laying claim to water from the West Branch which they contend flowed from our old West Branch bridge to the East Branch bridge through our borrow pit. These farmers, we are advised, never had any permit or right to take water through this borrow pit, and our lawyers advise that prescription does not operate against the State so that their claim based on long-continued use of the borrow pit is not valid.

If these farmers wish to establish a right to run irrigation water through our borrow pits they, of course, can make application for a permit the same as we suggested before.

We do not feel that it is our responsibility to make the diversion at our new bridge or install head works to control the level of the water and feel that this is the responsibility of those who wish to use the water and who should obtain a permit authorizing them to do the construction and maintenance work necessary to run the water through our borrow pits.

It is possible that the construction of diversion works at our new bridge should be performed by the cooperation of all of the farmers obtaining water south of the highway providing that they could get together on a cooperative basis.

If you or Mr. Clark know the names and addresses of the farmers involved, could you please give us the information.

NOTED
P. M. STEPHENSON

Jno

I. A. DeFrance
Maintenance Engineer

AUG 6 1958
OFFICE OF
STATE HIGHWAY ENGINEER

IAD:je

CC: P. M. Stephenson
R. H. Clark

FORM E-90X—37,900—8-57—1477

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
August 4, 1958

SUBJECT: Irrigation Diversion
Thomas Creek Bridge
Klamath Falls-Lakeview Highway

To:

Mr. I. A. DeFrance
Maintenance Engineer
State Highway Department
Salem, Oregon

We have a copy of your letter of August 1st to Mr. Stephenson in regard to the irrigation diversion at the Thomas Creek Bridge. We believe there should be some further study made in regard to the last paragraph of your letter, in which you state there would be only one property owner involved.

If you will note in Mr. Edgerton's report to you of June 6th, the fifth paragraph, and my report to you of June 4th, in the third paragraph, the farmers below are receiving water by temporary diversion. These diversions would have to be replaced each year, and I feel certain the property owners would not be willing to do this on their own. If the diversion is made at our bridge, there will no longer be a need for the temporary diversion they are now using.

L. H. WARFIELD
Assistant Division Engineer

LHW:bn

FORM E-90 50M 8-57—6883

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
August 1, 1958

**SUBJECT:** Irrigation Diversion -
Thomas Creek Bridge -
Klamath Falls-Lakeview Hwy.

**To:**

P. M. Stephenson
Assistant State Highway Engineer

A short time ago I was in Lakeview and inspected the dam built by our Section Crew at the new Thomas Creek Bridge which forces water down our borrow pit for the benefit of a farmer who had requested us to do so through his attorney, Mr. Conn, so that he would not suffer damage to his crop. We attach hereto pictures of the dam and the bridge and a view of the new channel constructed to the south of the new bridge.

About the time the dam was built there was some talk locally of requesting the Highway Department to perform maintenance work on the borrow pit to condition it to serve as an irrigation ditch. We have heard nothing of this lately and presume that since the dam was constructed so that it diverts all water down the borrow pit there was no need for such maintenance work.

Mr. Rohde advised Mr. Conn in a letter dated July 11, 1958, that our action in constructing the dam was taken as a temporary measure to relieve the condition and to minimize any loss that might have been sustained but that it was in no way an admission of liability on our part.

We anticipate that unless some legal notice or other arrangements are made with the farmer that this same complaint will be registered next year and we will find ourselves building another dam to divert the water into the borrow pit to prevent loss to crops again next year.

To avoid this contingency we recommend that we either take legal action to absolve us of any responsibility next year or that we contact the property owner explaining to him the history of the diversion of Thomas Creek into the borrow pit and our position that use of the borrow pit was, is, and remains illegal and offer to consider an application for a permit to run irrigation water through the borrow pit subject to the State's need of the borrow pit for Highway use and providing that the maintenance of the ditch would be the permittee's responsibility. This permit would authorize the construction of some type of head works at the new bridge at the property owner's expense, and the plans of this construction should be subject to Highway Department approval.

We note in Mr. Rohde's letter of July 11, 1958, to Mr. Conn that he requested the names of the property owners involved, and we are advised that no reply has been received. This information might be obtained by application to Phil Smith, Water Master at the County Court House at Lakeview or could be obtained by our District Maintenance Superintendent Clark on one of his trips through Lakeview.

In Mr. Conn's letter of June 12th relative to possible crop damage he spoke of several property owners. We find that several of these property owners take water out of the creek a little over a mile south of the highway and one owner takes water out of the creek immediately south of the highway. The one owner immediately south of the highway appears to be the only one who would be directly involved in this permit inasmuch as the property owners to the south made arrangements to obtain additional water from Thomas Creek by use of a county road borrow pit. For this reason these farmers apparently would not have sustained any damage had the diversion at the new bridge not been made.

I. A. DeFrance
Maintenance Engineer

IAD:je

Enclosure (pictures)

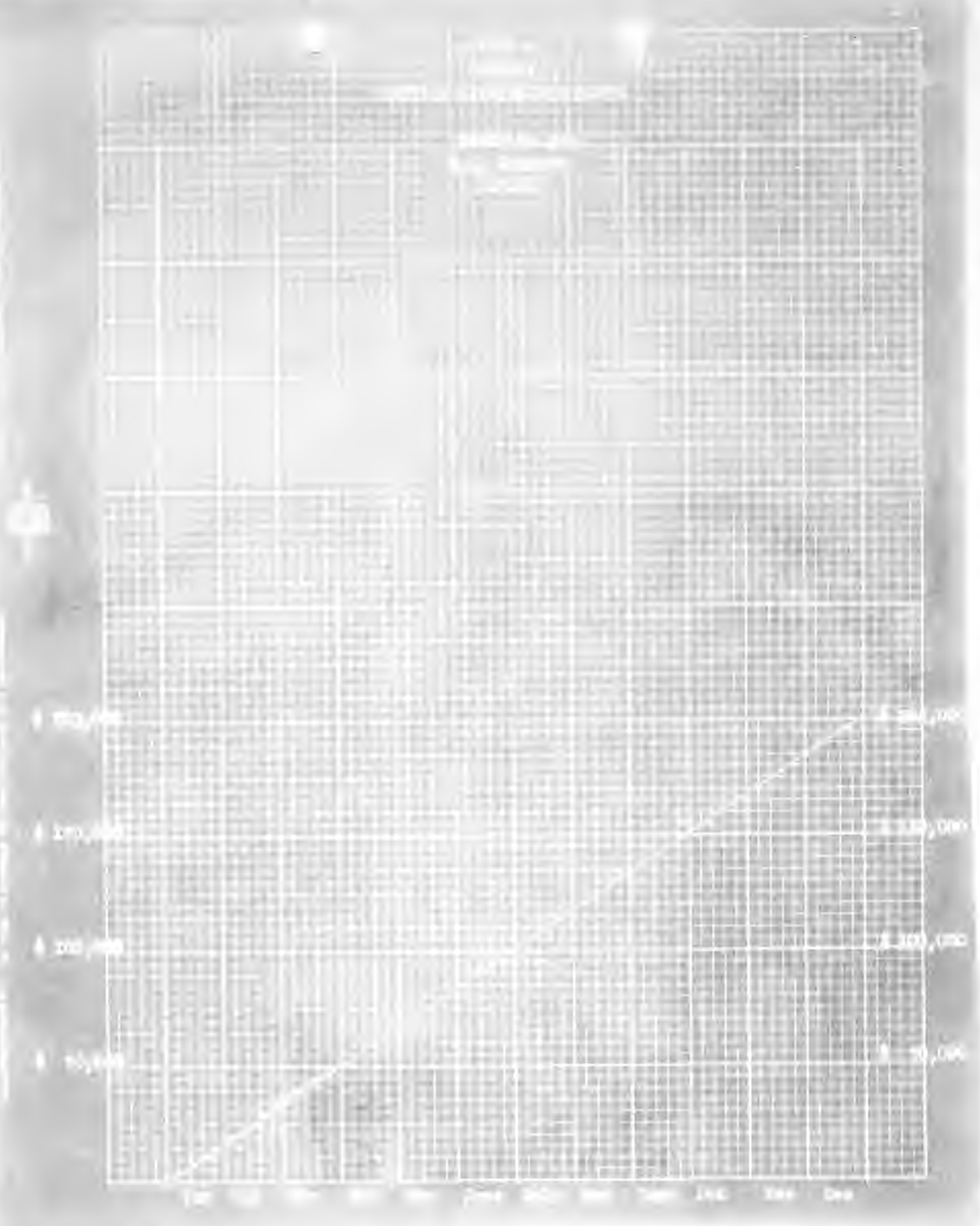
CC: Dean Swift
R. H. Clark

THOMAS CREEK DAM

LAKEVIEW

June, 1958

NOTED
I. A. DeFRANCE


Dec

**THEODORE R. CONN**
ATTORNEY-AT-LAW
PHONE WHITEHALL 7-2233
19 G. STREET SOUTH
BOX 351
LAKEVIEW, OREGON

June 12, 1958

REFERRED
TO Sorensen
FOR study and draft of letter in reply.
G. E. ROHDE

Mr. P. M. Stephenson
Assistant Highway Engineer
Salem, Oregon

Dear Sir:

I am writing you this letter directly, at the suggestion of Mr. Warfield, who is receiving a copy thereof, to explain to you the seriousness of the situation existing in Thomas Creek west of Lakeview.

As you know, last year the Highway Department built an additional bridge crossing of Thomas Creek and made a by-pass of the waters of Thomas Creek from the north side of the road to the south side of the road, being Oregon Highway 66 immediately west of Lakeview. In doing this the Highway Department lowered the channel so that no water, except at extreme high water, flows easterly along the usual and regular channel of Thomas Creek, following the borrow pit on Highway 66 for a distance of approximately one-fourth mile, where it then flows under the highway through a bridge and is used by irrigationists who have adjudicated water rights out of Thomas Creek.

By reason of this diversion, the adjudicated water rights and water filings are now being denied the use of the waters of Thomas Creek out of its usual and regular channel. At the time of the proposed construction of the new by-pass, this matter of distribution and diversion of water was called to the attention of the Highway Department, but to date no action has been taken, although there have been numerous requests for some relief in this situation.

This letter is to advise you that people having water rights out of Thomas Creek are now suffering by reason of the shortage of water in the usual and regular channels of Thomas Creek. Their damage is mounting daily, and while it is not their desire to press any damage action, they do want the situation relieved immediately. If this relief does not come within the course of a very few days considerable loss of crops will be suffered by them.

Very truly yours,

Theodore R. Conn

THEODORE R. CONN

TRC:FR
CC: Mr. Warfield

Thomas Creek Bridge, Klamath Falls-Lakeview Hwy.

June, 1958

RECEIVED
AUG 1 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 30, 1958

| | | |
|---|---|---|
| 19-[illegible] | | |
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 5075 | 5 Final | Inter City Sand & Gravel Co. Inc. |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) (DATE) |
| 16931 | H218579 | $1,570.35 7-30-58 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

Specified completion date: 80 workdays from Nov. 18, 1957

Time Extensions: None

Completion Date: May 9, 1958

Date Accepted: July 31, 1958

Penalties: None of record

Claims: None of record

Remarks:

---

Date: Aug. 4, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: AUG 4 1958
GRW

NOTED ON CARD
em

RECEIVED
JUL 22 1958
FOR FILING

19-1026

5075

July 22, 1958

**CERTIFIED MAIL**

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 5075 for Thomas Creek Bridge and Channel Change on the Klamath Falls-Lakeview Highway in Lake County was completed by the contractor, Inter City Sand and Gravel Co., Inc., on May 9, 1958, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $3,570.35 will be released to the contractor after acceptance by the Commission. The total contract amount is $19,397.85, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

FORM E-123X 5M 4-58

RECEIVED
JUL [illegible] 1958
FOR FILING

19-1026

6075

COMMISSIONERS
M. K. McIVER, CHAIRMAN
FROSTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 11, 1958

Mr. Theodore R. Conn
Attorney at Law
19 "G" Street South
Box 351
Lakeview, Oregon

RE: Irrigation Diversion
Thomas Creek Bridge
Klamath Falls - Lakeview Highway

Dear Mr. Conn:

Your letter of June 12th addressed to P. M. Stephenson has been handed to me for reply. I have been informed that temporary steps have been taken to relieve the condition that you mention. You, of course, realize that these steps were taken to minimize any loss that might have been sustained by the farmers and in no way is an admission of liability on our part.

We would be pleased if you could furnish us with the names of your clients and the amount of water that they claim they are entitled to receive under their water rights.

We are giving your request serious consideration and as soon as a decision is made as to the merits of the matter, we will immediately notify you.

Very truly yours,

G. E. ROHDE
Assistant Counsel

GER:mmb
cc: P. M. Stephenson ✓
I. A. DeFrance
Roy Edgerton
L. H. Warfield - Bend

NOTED
P. M. STEPHENSON

RECEIVED
[illegible] 1958
ENGINEER

FORM E-30 50M 8-57—6583

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1958

**SUBJECT:** Irrigation Diversion -
Thomas Creek Bridge -
Klamath Falls-Lakeview Hwy.

**To:**

P. M. Stephenson
Assistant State Highway Engineer

Attached hereto is copy of a report made by Mr. Warfield of his meeting with several property owners from the Lower Thomas Creek drainage area west of Lakeview relative to their irrigation from Thomas Creek. They feel that the new Thomas Creek bridge which we built last fall and the new outlet channel will require some changes in their irrigation arrangements, and they would like to have the Highway Department make those changes for them.

We have told Mr. Warfield to advise these people that we do not believe we have authority or obligation to construct the diversion structure requested at the new bridge.

There has been a concerted effort in this county to appropriate highway right of way to private use to convey irrigation water or irrigation waste water and to establish precedents to this purpose. We understand several such precedents have been established on county road right of way. We also had considerable difficulty obtaining right of way for the airport road construction in this area during the war without assuming an obligation to carry irrigation water on the right of way.

We are of the opinion that any property owners who have complaint as a result of the diversion of Thomas Creek should look to those who diverted the creek back in 1943.

I. A. DeFrance
Maintenance Engineer

IAD:je

Enclosure: We also attach copy of Mr. Edgerton's report of June 6th on this subject.

CC: L. H. Warfield
R. C. Edgerton

RECEIVED

S FORM E&O 50M 8-57—6583

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
June 6, 1958

SUBJECT:

To: Mr. I. A. De France
Maintenance Engineer
OFFICE

While I was in Lakeview for the meeting on the SCS PL566 project, I ran into a complaint about the effect of the new bridge and channel change on Thomas Creek.

The local story is related by Phil M. Smith, Watermaster, and local farmers. Most of the flow in Thomas Creek comes out of West Branch. Even as early as this week, there was practically no water coming out of East Branch. In the past, a substantial quantity of water has crossed over from the West Branch to the East Branch in the north borrow ditch along the Klamath Falls-Lakeview Highway. Mr. Smith says that this has gone on for 35 to 40 years, long before the digging of the Favell-Utley Ditch. District Maintenance Superintendent Clark recalls the lateral movement of water in this north borrow ditch in the 1920's.

Since the opening of the new bridge and channel, the entire flow, except for floods, has taken that route and there is no flow in East Branch or in the section of West Branch from the highway to the junction with the new channel.

The plan called for the channel bottom to be 9.3 feet below the deck of the new bridge. Measurements on June 3, 1958, showed the actual bottom of the channel to be 10.2 feet below deck elevation at the upstream side and 11.2 at the downstream side. I don't know whether the channel was excavated to the present depth or was excavated to plan elevation and eroded.

Several farmers claim water rights on East Branch between the Stock Drive and the junction of the Branches. They are now receiving water by a temporary cross-over north of the Stock Drive that has been arranged by the farmers, the Watermaster, and the County. This involved closing drainage structures in the Stock Drive.

A Mr. Elmo Angelo farms Favell-Utley land south of the highway, the land through which Favell-Utley gave the easement for the channel change. He claims a water right in the abandoned portion of West Branch.

All those affected want the Highway Department to build a control structure in the vicinity of the new bridge.

As I see it, our liability hinges on two questions:

(1) Have the farmers on East Branch acquired a right to use the north borrow ditch to convey water?

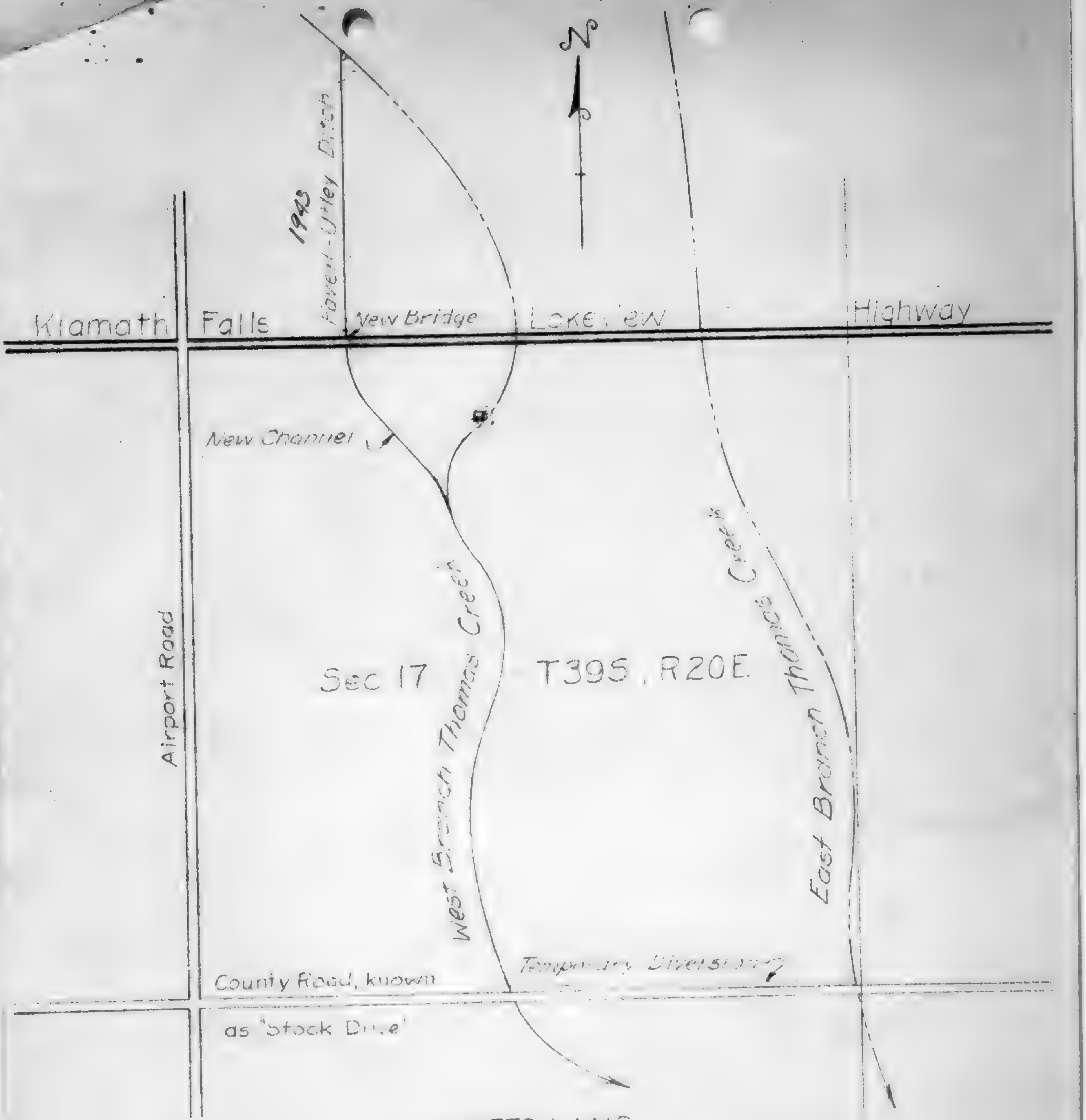
(2) Has the man farming the land south of the highway grounds for separate action against us for taking the water out of a section of the West Branch when the owner of the land is a party to change?

I recommend a legal review to determine whether or not we are liable. If we are, I have some suggestions on a remedy.

Roy C. Edgerton
Research Engineer

RCE:fn

cc Mr. G. S. Paxson
Mr. Dean Swift


N
1943
Fowell-Utley Ditch
Klamath Falls Lakeview Highway
New Bridge
New Channel
Airport Road
Sec 17
T39S, R20E
West Branch Thomas Creek
East Branch Thomas Creek
Temporary Diversion
County Road, known
as "Stock Drive"

SKETCH MAP
THOMAS CREEK VICINITY
KLAMATH FALLS - LAKEVIEW HIGHWAY
RCE June 1958

FORM E-30X—37,900—2-57—1477

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
June 4, 1958

SUBJECT: Irrigation Diversion
Thomas Creek Bridge, Lakeview

To:
Mr. I. A. DeFrance
Maintenance Engineer
State Highway Department
Salem, Oregon

While in Lakeview yesterday Mr. Clark, Mr. Edgerton and I went over the problem of irrigation water at Thomas Creek with several of the farmers and Attorney Conn, Phil Smith, watermaster, and two members of the State Engineer's Office.

This problem was first discussed at a meeting on November 19, 1957, between the interested farmers, Mr. Conn, Mr. Smith and Mr. Petty from the Soil Conservation Department, and Mr. Ross, our Resident Engineers Mr. Meritt and Mr. Norton, and myself. When the plans for the new Thomas Creek Bridge were made and the contrast let we knew nothing about water being used for irrigation below the Thomas Creek Bridge. In the first meeting they were afraid the water would all go through our new Thomas Creek Bridge, which would leave none for the farmers using water from the west and east branches of Thomas Creek. They referred to the first channel east of our new bridge as West Branch and the second bridge as East Branch. It seems that most of the farmers were getting water from East Branch, but since all water was going down our borrow pit, enough by-passed the first bridge to supply this irrigation water. It was their feeling at that time that with the construction of the new bridge, most of the water would go through the bridge and none would be left for irrigation. At that time they wanted us to build a structure with flash-boards so they could control the irrigation water. We told them that we would not do this unless instruted to do so, but it might be possible for them to get a permit for such a structure, providing it was approved in the Salem office. We also told them that since our new channel grade and the borrow pit grade were the same that possibily enough water would go down the borrow pit to supply their needs. They decided to wait and see.

Since the new bridge has been built and the new channel opened up, there has either been scour in the bottom of the channel or possibly the contractor excavated a little below grade, as the excavation was made under water with a drag line, but the present channel is approximately one foot below the proposed grade.

There is now no water running east to the borrow pit. The farmers and the county have constructed some temporary diversions at three county bridges on a county road south of our highway that temporarily diverts water to all of the farmers except one. This one farmer has a pumping right on the West Branch of Thomas Creek and at the present time can get no water. All of the farmers involved have gone together and employed Mr. Conn as their attorney and are asking that we put in a structure at our bridge to divert enough water East for their irrigation needs.

I am not certain whether we have any obligation to make this diversion or to even allow it to be made in our borrow pit. According to Mr. Conn he has instructions to start suit unless something is done in the very near future. Mr. Edgerton will be in the office Thursday morning and can, no doubt, give you any additional information needed.

L. H. WARFIELD
Assistant Division Engineer

LHW:hm

FORM E-123X 37½M 10-5

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
MAR 25 [illegible]
FOR FILING

March 21, 1958

Mr. Theodore R. Conn
Attorney at Law
Box 351
Lakeview, Oregon

Re: State of Oregon
vs.
Favell-Utley Realty Co., et al.
Case No. 5692
Our File: L-2742

Dear Mr. Conn:

Apparently during my absence, you have had some correspondence with the Division Engineer and our office concerning the above-entitled matter. Upon my return, this matter has been referred to me for reply to your letter dated March 5.

During our negotiation for settlement of this matter, it was never brought to my attention that there was to be any interruption of the irrigation system maintained upon the property upon which we obtained the construction easement, nor was this matter included in the stipulation for settlement. When this file was brought to my attention, this was the first information that I had that you were making a claim for an obligation on our part for the construction of a flume. I can only say that if this matter had been brought to my attention at a prior time, we would have looked into it and made satisfactory arrangements for this at the time the case was settled. Since this was not done, the department does not feel any obligation to accede to your request.

If you have any information which you would like to bring to my attention, I would be pleased to hear from you.

Yours very truly,

J. ROBERT PATTERSON
Staff Attorney

JRP:pg
cc: Mr. P. M. Stephenson
Mr. I. A. DeFrance
Mr. Frank C. McKinney
Mr. G. W. Ross

NOTED
P. M. STEPHENSON

RECEIVED
[illegible] 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 10 1958
FOR FILING
11-1426
5495

January 8, 1958

Mr. Theodore R. Conn,
Box 351,
Lakeview, Oregon

Dear Sir:

In reply to your letter requesting the Highway Department to construct a flume across the bypass channel of Thomas Creek. Please be advised that the agreement, which is a part of the temporary easement for construction, containing specific items to be done, does not mention construction of an irrigation flume. Mr. Ross admitted that he had talked to Mr. Angele, but emphatically denies making any statement obligating the State Highway Department to construct a flume. The ditch was in evidence at the time of the agreement and it is our assumption that the Favel-Utley people will take care of their irrigation problem.

Very truly yours,

DEAN SWIFT
Division Engineer

DS:me
cc: Mr. P. M. Stephenson ✓
Mr. I. A. DeFrance
Mr. Frank McKinney
Mr. G. W. Ross

NOTED
P. M. STEPHENSON

RECEIVED
JAN 9 1958
OREGON
STATE HIGHWAY COMMISSION

FORM E30—50M—2-57—1476

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem
January 3, 1958

**SUBJECT:** Request for Flume
Thomas Creek Channel Change
Flavel-Utley Realty Co.
Our File L-2742

**To:** Mr. P. M. Stephenson
Assistant Highway Engineer

Office

Mr. W. W. Stiffler's letter addressed to Mr. Leonard I. Lindas and to the attention of Mr. J. Robert Patterson concerning the above entitled matter, has been handed to me for reply due to the fact that Mr. Patterson is presently in Portland trying a condemnation case and is not expected to return to this office until possibly January 13th.

Although I am not fully acquainted with the file, Mr. Patterson having handled the same, it appears to me that Mr. Conn's request for the State to put in a flume across the by-pass channel of Thomas Creek is purely an afterthought, either on the part of Mr. Conn or the Flavel-Utley Realty Company. The agreement which was reached, and is included in the temporary easement for construction which we obtained, is very specific as to all of the things to be done, both by the realty company and by the State. The agreement contains no promise or agreement on the part of the State to construct the flume requested by Mr. Conn and based on the agreement, the case against the realty company was dismissed. According to our file, Mr. Conn, when he forwarded a certified copy of the order dismissing the case to Mr. Patterson, on November 12, 1957, stated, by letter, that this order of dismissal concluded the litigation heretofore pending.

Based on the agreement and dismissal of the case, I can see no reason whatsoever for the State to construct either the flume requested by Mr. Conn or the siphon pipe referred to in Mr. Dean Swift's letter to Mr. I. A. DeFrance dated December 23, 1957.

I agree with Mr. Stiffler that perhaps the best course of action would be, since Mr. Conn wrote directly to Mr. Swift, for Mr. Swift to reply to Mr. Conn's letter and specifically deny that Mr. Ross made any agreement or statement that, in face of the settlement, obligates the State to construct the flume requested by Mr. Conn.

Mr. Swift should forward us a copy of his letter to Mr. Conn, and then if Mr. Conn wants to write us further on this matter, he may, of course, do so.

If I can be of any further service on this matter, please notify me.

Frank C. McKinney
FRANK C. McKINNEY
Chief, Office Section

FCMcK:ma

cc Mr. I. A. De France
Mr. G. E. Rohde
Mr. L. I. Lindas

RECEIVED
JAN 6 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 20 1958
FOR FILING

19-1026

5075

**THEODORE R. CONN**
ATTORNEY-AT-LAW
PHONE WHITEHALL 7-[illegible]
19 E. STREET SOUTH
BOX 351
LAKEVIEW, OREGON

December 31, 1957

Cont. 5075

Oregon State Highway Department
Salem, Oregon

Re: Favell-Utley Easement
for Bridge Construction
Oregon 66

Gentlemen:

We have been advised by the local contractor that you will not be able to replace the dirt you have removed from the lands of Favell-Utley in the construction of the ditch until after your time has expired on the easement.

This letter is to advise you that Favell-Utley authorizes the extension of the easement in such manner as to permit you to replace the dirt now used for the detour upon the lands of Favell-Utley subsequent to the construction of the bridge.

Very truly yours,

THEODORE R. CONN

NOTED
G. S. PAXSON

TRC:FR
CC: Favell-Utley Realty Company

Original noted
by Mr. Stephenson
(Sent to Bridge Dept.)
D.M.

A

RECEIVED
JAN 6 - 1958
FOR FILING

19-1026

5075

Salem, Oregon
December 31, 1957

Mr. Leonard I. Lindas
Chief Counsel
Office

Attention: Mr. J. Robert Patterson

Attached hereto is a copy of Mr. De France's letter to me dated December 27 and a duplicate copy of Theodore Conn's letter to Mr. Swift of December 16; also Mr. Swift's report to Mr. De France under date of December 23, all of which explains quite clearly Mr. Conn's request that the Highway Department bear the expense of conveying irrigation waters across the new channel of Thomas Creek, which channel is being constructed in conjunction with the bridge contract.

For your consideration as to the proper method of handling the issue I suggest, since there appears to be a difference in the understanding of the two parties and no mention was made as to this obligation when the agreement was prepared and executed, that Mr. Swift reply to Theodore Conn and explain to him that this obligation on the part of the Highway Department was not considered, nor was it promised; also that we or the Division Engineer continue more or less to mark time until some later date nearing the completion of the construction, at which time we can flatly deny his request. Your opinion would be appreciated.

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

cc Mr. I. A. De France
Mr. Dean Swift

Enclosure

RECEIVED
MAR 7 - 1958

FOR FILING
FORM E30—80M—2-57—1476

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| [illegible] - 75 |

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27, 1957

**SUBJECT:** Demand for Flume
Thomas Creek Channel Change
Flavel-Utley Realty Co.

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer

Herewith copy of letter from Mr. Dean Swift dated December 23, 1957, transmitting a letter from Mr. Theodore R. Conn of Lakeview demanding that we construct an irrigation flume for them in connection with our Thomas Creek ditch construction.

Mr. Conn's statement that Mr. Ross promised Mr. Elmo Angele a flume is denied by Mr. Ross. Mr. Conn previously claimed that Mr. Ross had promised them a second road approach, which was also denied by Mr. Ross. In the former case we gave Mr. Conn and his clients the benefit of the doubt. We know no reason why Mr. Ross would promise a flume and not advise us of it, while we can see self interest in Mr. Conn's allegation.

We recommend that Mr. Conn be advised that we intend to follow the terms of our agreement as embodied in our easement, and which does not provide for the State's doing anything with the property owners irrigation water or facilities. Possibly Mr. Patterson should reply to Mr. Conn.

I. A. DeFrance
Maintenance Engineer

IAD:ieb
Enc.

RECEIVED
DEC 27 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER

RECEIVED
MAY 6 - 1957
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 3, 1957

4651
2874

Mr. Theodore R. Conn
Attorney at Law
19 E. Street South
Lakeview, Oregon

Dear Mr. Conn:

This is in response to your letter of April 29, 1957, concerning the drainage problems affecting property owned by Mr. Cecil Swingel. We have a rather voluminous file containing reports of extensive investigations of this problem and the findings of our engineers are uniformly to the effect that the existing drainage conditions in the general area of Mr. Swingle's property are such that additional or enlarged culverts beneath the highway would not correct or alleviate the drainage problems of Mr. Swingle. Efforts are being made to find a solution to drainage problems existing in that vicinity and a number of studies and investigations are underway. Until a solution to the general problem can be found, installation of enlarged or additional culverts beneath the highway adjacent to Mr. Swingle's property would serve no useful purpose.

I must regretfully advise that under the circumstances there is nothing which the Highway Commission would feel justified in doing at the present time.

Yours very truly,

ROBERT L. MAY, JR.
Assistant Chief Counsel

RLM:bk
cc - Mr. I. A. DeFrance
Mr. W. W. Stiffler

NOTED
W. W. STIFFLER

RECEIVED
MAY 6 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-122 30M REVISED 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 21, 1957

465
2394

Mr. Theodore B. Conn
Attorney at Law
19 E. Street South
Box 351
Lakeview, Oregon

Subject: Our File: L-2742
Civil: 5692
State of Oregon vs.
Favell-Utley Realty Co. et al.
(Swingle Property - Lakeview)

Dear Mr. Conn:

I wish to offer you my profound apologies for failure to answer your letter last October 19th concerning a drainage problem existing on your client, Mr. Swingle's property, which is located about a mile and one-half west of Lakeview.

From the investigation made by our agents, it would appear that the flooding which has occurred on this property resulted from additional water introduced into our borrow pits at a point a short distance to the east of your client's property. A group formerly known as the Thomas Creek Drainage Association are, in our opinion, responsible for this flooding. There is presently pending in your county, a suit, being No. 5692, in which the Highway Commission is seeking to have the persons responsible enjoin from introducing additional drainage water into their borrow pits and for damages resulting therefrom. The outcome of this litigation will, in a large measure, resolve the future action of the Commission in respect to drainage in this area.

At certain times, there is a five foot difference in the elevation of water on the north side and the south side of our fill and it appears that this is the reason for the flooding, if any, of Mr. Swingle's property. We have made continuous protests to the parties responsible for this condition but to no avail and, hence, have found it necessary to institute the above-mentioned suit. Our engineers report that a larger culvert, as requested by your client, would not materially reduce the level of water at the place desired.

NOTED
W. W. STIFFLER

We have been advised that the Soil Conservation Service is making an overall study of Goose Lake drainage in Oregon and that some changes may be indicated by their investigation which would affect the flooding at or near this property.

If there are further questions, or in the event we can be of any further service to you, please advise.

Very truly yours,

RECEIVED
MAR 22 1957
OFFICE OF
STATE HIGHWAY ENGINEER

ROBERT L. MAY, JR.
Acting Chief Counsel

JRP:mm
cc: L. A. DeFrance
W. W. Stiffler

RECEIVED
DEC 2 1957
FOR FILING

5075

November 8, 1957

Inter City Sand & Gravel Co., Inc.
3698 Franklin Boulevard
Eugene, Oregon

Gentlemen:

The State Highway Commission on October 31, 1957, accepted your proposal for 2,000 lin. ft. of channel change and one 3-19' span bridge of precast conc. sections on treated pile trestle on the Thomas Creek Bridge Section of the Klamath Falls-Lakeview Highway in Lake County, for the sum of $17,462.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5075.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

cc: Tom Edwards
. H. Probert
R. G. Savage (IAC)
F. M. Stephenson
Pacific Builder & Engineer, Inc.
M . Lowell Richards

NOTED
J. Mc C.

RECEIVED
. 5 1957
FOR FILING

FORM E-30X—25M—9-55—88209

11-1826

5275

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 4, 1957

SUBJECT: State of Oregon
vs.
Favell-Utley Realty Co.
Case No. 5692
Our File: L-2742

To: Mr. I. A. DeFrance
Maintenance & Equipment Engineer
BUILDING

Enclosed you will find copy of easement for construction of a bridge on the Klamath Falls-Lakeview Highway which was the subject of the settlement reached in the above-entitled action. The action is now being dismissed with prejudice. The $1,000.00 which the defendants stipulated to pay will be paid upon the beginning of the construction by the State, as indicated from the copy of my letter to Mr. Conn of this date.

J. ROBERT PATTERSON
Staff Attorney

JRP:pg

Attachment

cc: Mr. W. W. Stiffler

NOTED
W. W. STIFFLER

RECEIVED
NOV 5 1957
OFFICE OF
STATE HIGHWAY ENGINEER

11 1 57

Copy

# TEMPORARY EASEMENT FOR CONSTRUCTION

THIS INDENTURE WITNESSETH, that Favell-Utley Realty Company, an Oregon Corporation, Grantors, in consideration of a compromise agreement with the State of Oregon, by and through its State Highway Commission, which required the corporation (1) to dedicate a strip of land for public use as a new channel for Thomas Creek, as shown on the attached map marked Exhibit "A" and by this reference incorporated herein, (2) to grant a construction easement to the State to construct a creek channel on said strip of land, and (3) to pay the State their proportionate part of $1,000.00 in cash as 50% cooperation in the cost of said channel construction; and which required the State (1) to construct a new channel for Thomas Creek across the Klamath Falls-Lakeview Highway, (2) to construct a new highway bridge across said channel, (3) to construct a new road approach to the corporation's property south and east of the new bridge, all at the State's expense, (4) to construct the new channel for Thomas Creek mentioned in items (1), (2), and (3) above, and (5) to accept $1,000.00 cash from the corporation and the other defendants in an action now pending (State of Oregon vs. Favell-Utley Realty Co., et al., Circuit Court, Lake County, State of Oregon, Case No. 5692) as 50% cooperation in the cost of said channel construction, and (6) to dismiss the action mentioned in item (5) with prejudice and without cost to either party, has granted and do hereby grant to the State of Oregon, by and through its State Highway Commission, a temporary right and easement to go upon the hereinafter described real property for the purpose of constructing a channel change of Thomas Creek and to provide adequate and proper slopes to said channel and to side cast excavated material on the adjoining property to the extent that is reasonably necessary as is more particularly shown on the attached construction plans. Said land lies in the Northwest quarter (NW¼) of Section 17, Township 39 South, Range 20 East, Willamette Meridian, in Lake County, Oregon, said parcel of land is described as follows:

> A strip of land extending from the Southerly line of the existing Klamath Falls-Lakeview Highway to a line lying at right angles to the center line of a channel change easement at center line Station 21+17.12 said strip of land being 60 feet in width, 30 feet on each side of said center line, which center line is described as follows:
>
> Beginning at center line Station 3+00, said Station equals Station 1462+80 on the center line of said Klamath Falls-Lakeview Highway, said Station also being 0.4 feet South and 1355 feet West of the North quarter corner of said Section 17; thence South 2° 01' East 166.75 feet; thence on a 409.26 foot radius curve left (the long chord of which bears South 25° 38' 30" East) 337.50 feet to Station 8+04.25 back equals 8+21.67 ahead; thence South 49° 16' East 938.31 feet; thence on a 409.26 foot radius curve right (the long chord of which bears South 24° 16' East) 357.14 feet to Station 21+17.12.
>
> The parcel of land to which this description applies contains 2.4 acres.

IT IS EXPRESSLY UNDERSTOOD that this easement does not convey any right, title or interest to the surface of the soil, nor any other rights except those expressly stated in this easement, nor prevent grantors from the full use and dominion thereover, provided, however, it is understood and agreed that the State of Oregon, by and through its State Highway Commission, shall have the right to go upon the hereinabove described real property and such adjacent property as is reasonably necessary for the purpose of constructing a channel change to Thomas Creek on said property, nor shall the State of Oregon be subject to any damages to the grantors, their heirs and assigns by reason of said construction, including the side casting of excavated material on the immediate adjacent property, nor shall said temporary easement for construction extend beyond January 1, 1958.

IN WITNESS WHEREOF, we, the undersigned, by duly authorized resolution of its Board of Directors, have hereunto caused this said instrument to be executed this 1st day of November, 1957.

H. A. Utley Pres.

E. G. Favel Sec.

(corporate seal)

STATE OF OREGON, )
) ss.
County of Lake )

On this 1st. day of November, 1957, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named H. A. Utley and E. G. Favel, the President Secretary of Favell-Utley Realty Company, an Oregon corporation, who are known to me to be the identical individuals described in and who executed the within instrument, and acknowledged to me that they executed the same pursuant to a resolution of the Board of Directors.

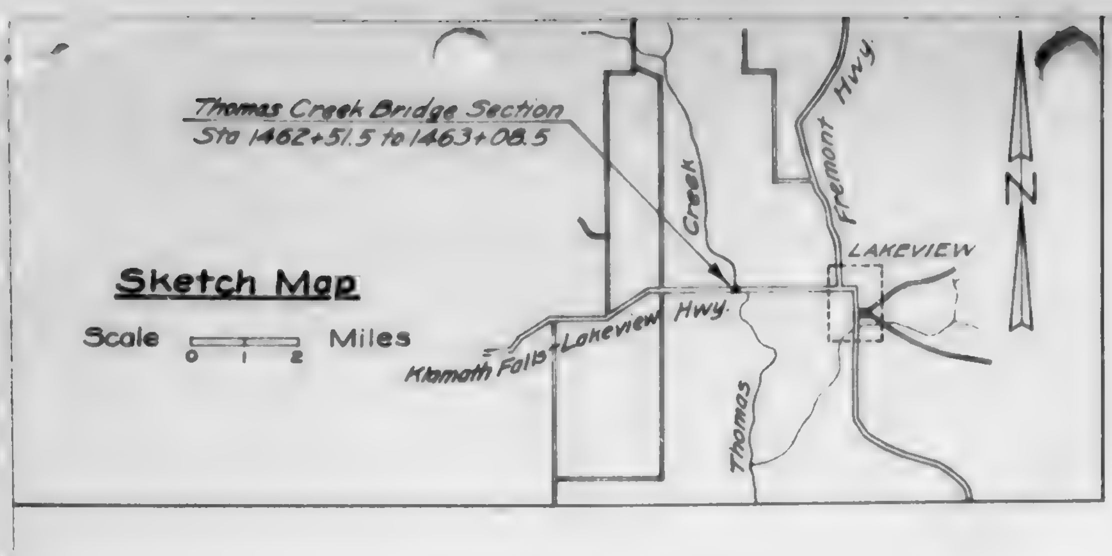
IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Frances Reynolds
Notary Public for Oregon

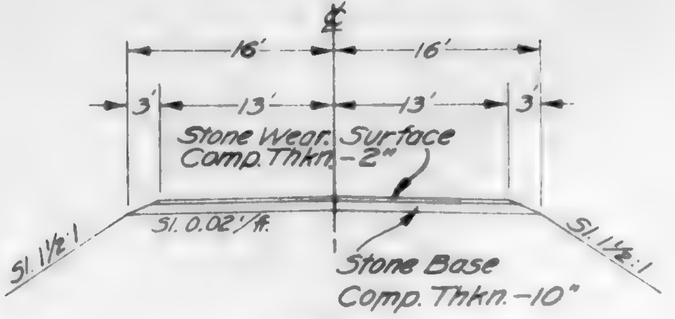
My commission expires Sept. 26, 1959

T. 39 S.

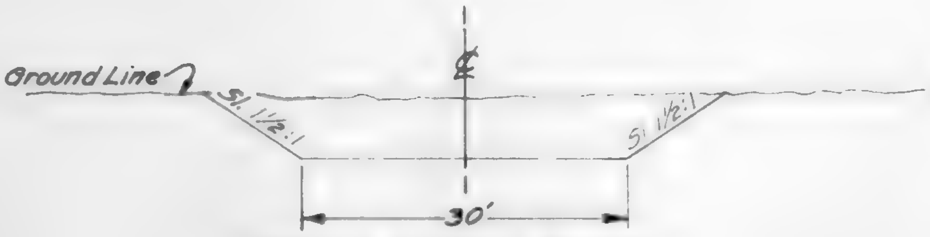
## Sketch Map


Thomas Creek Bridge Section
Sta 1462+51.5 to 1463+08.5
Creek
Fremont Hwy.
LAKEVIEW
N
Klamath Falls-Lakeview Hwy.
Thomas
Scale 0 1 2 Miles

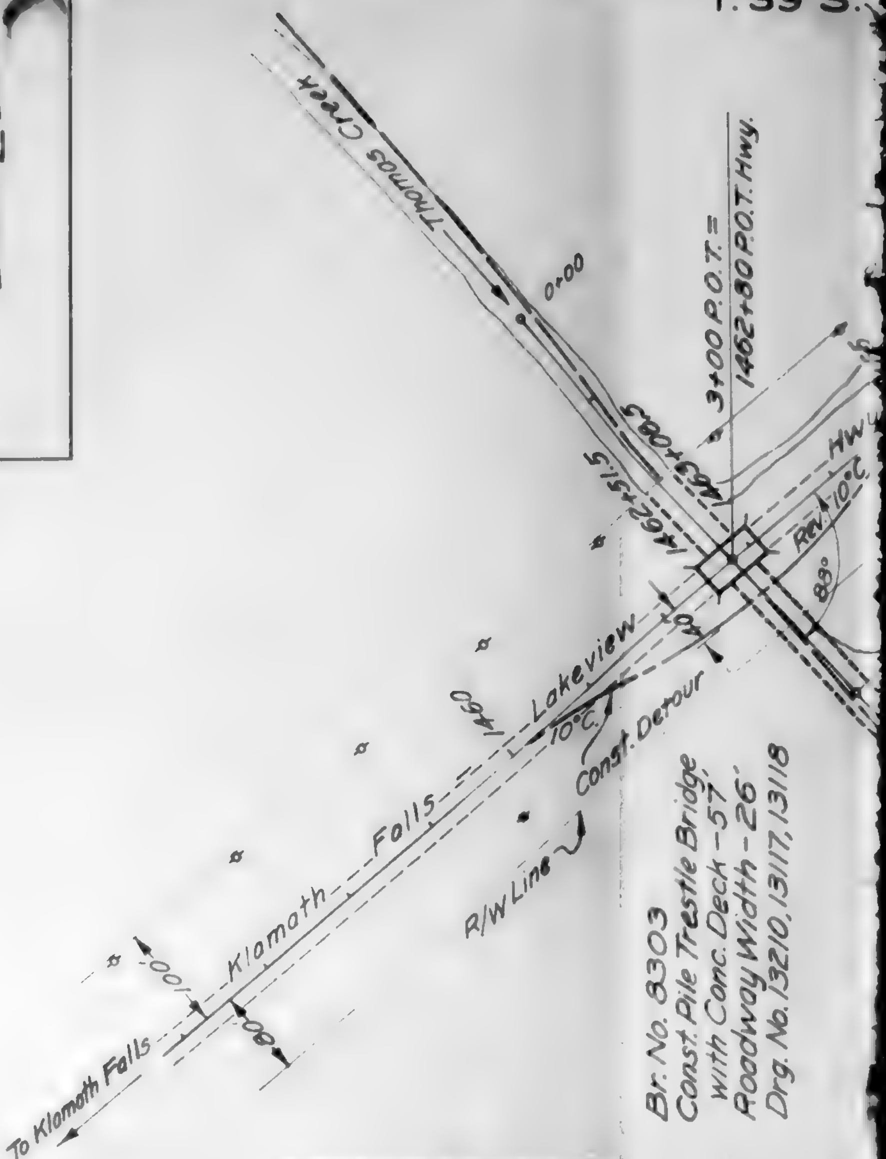
## TYPICAL SECTIONS


℄
16'
16'
3'
13'
13'
3'
Stone Wear. Surface Comp. Thkn. -2"
Sl. 1½:1
Sl. 0.02'/ft.
Sl. 1½:1
Stone Base Comp. Thkn. -10"

Detour


Ground Line
℄
Sl. 1½:1
Sl. 1½:1
30'

Channel Change Section


Thomas Creek
0+00
3+00 P.O.T. = 1462+80 P.O.T. Hwy.
1463+08.5
1462+51.5
Hwy.
Rev. 10°C.
89°
Lakeview
1460
10°C.
Const. Detour
Klamath Falls
R/W Line
100'
100'
To Klamath Falls

Br. No. 8303
Const. Pile Trestle Bridge
With Conc. Deck -57'
Roadway Width -26'
Drg. No. 13210, 13117, 13118

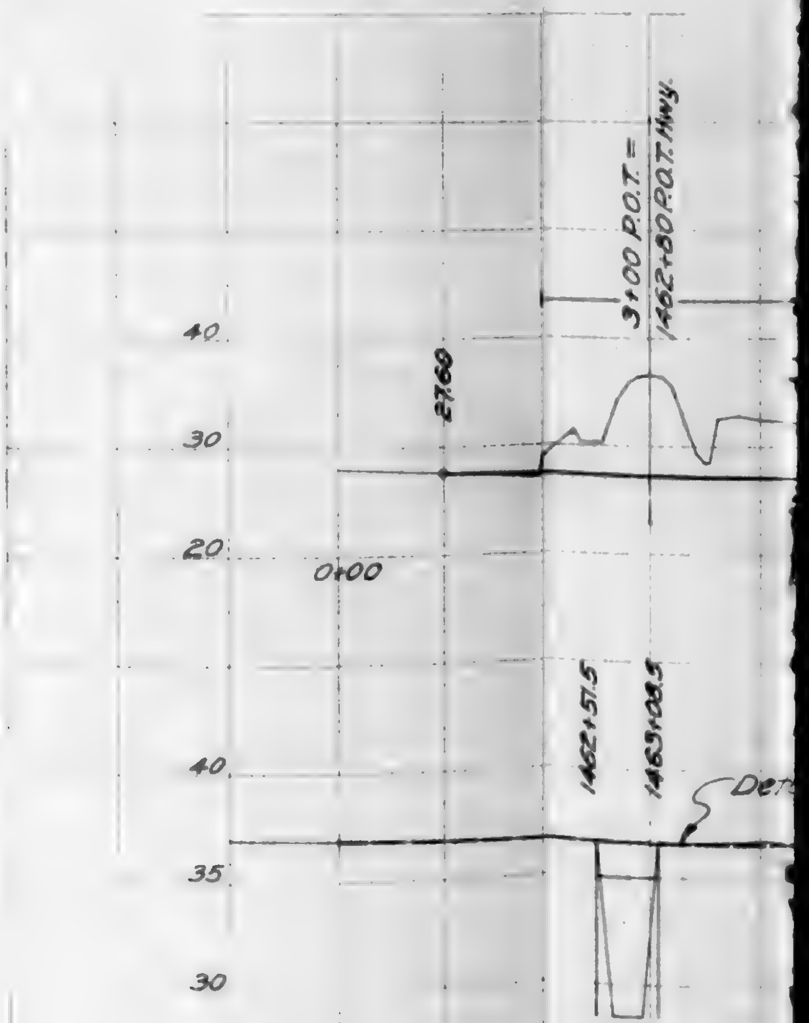
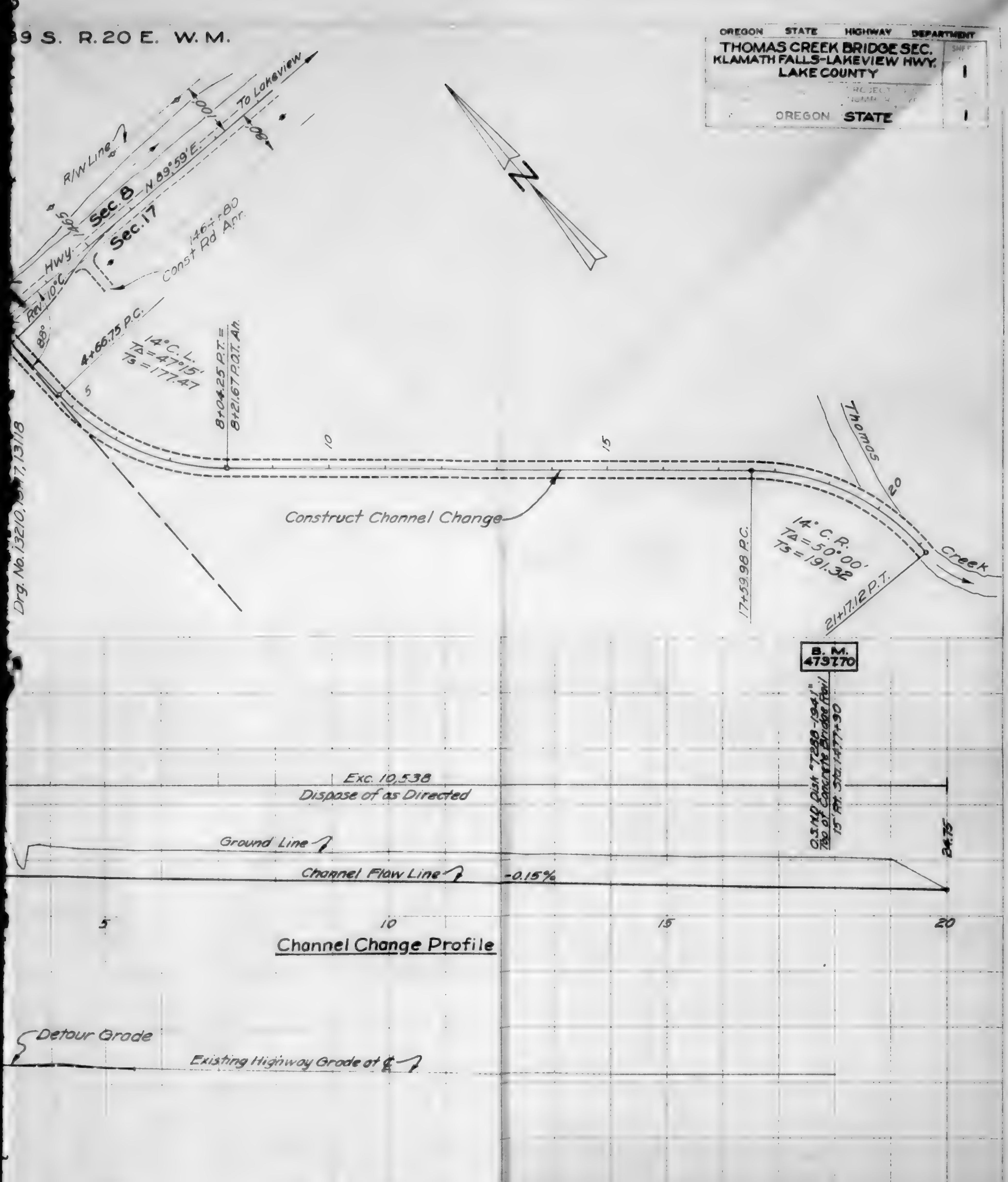

40
30
20
2760
0+00
3+00 P.O.T. =
1462+80 P.O.T. Hwy.
40
35
30
1462+51.5
1463+08.5
Det
1460

Exhibit "A"


9 S. R.20 E. W.M.
To Lakeview
R/W Line
Sec.8
Sec.17
N 89°59' E.
Hwy.
146+80 Const Rd Apr.
Rev. 10°C
88°
4+66.75 P.C.
14° C.L.
TΔ = 47°15'
Ts = 177.47
8+04.25 P.T. = 8+21.67 P.O.T. Ah.
5
10
15
20
Construct Channel Change
Thomas Creek
17+59.98 P.C.
14° C.R.
TΔ = 50°00'
Ts = 191.32
21+17.12 P.T.
Drg. No. 13210, 13217, 13218
B.M. 4737.70
O.S.H.D. Disk "T288-1941" Top of Concrete Bridge Rail 15 Rt. Sta. 1477+90
Exc. 10,538
Dispose of as Directed
Ground Line
Channel Flow Line
-0.15%
34.75
Channel Change Profile
Detour Grade
Existing Highway Grade at ℄
1465
1470
1475

OREGON STATE HIGHWAY DEPARTMENT

THOMAS CREEK BRIDGE SEC.
KLAMATH FALLS-LAKEVIEW HWY.
LAKE COUNTY

SHEET 1

OREGON STATE 1

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SEP 24 1957
FOR FILING

19-1026

5075

**THEODORE R. CONN**
ATTORNEY-AT-LAW
PHONE WHITEHALL 7-2223
15 E. STREET SOUTH
BOX 331
LAKEVIEW, OREGON

September 18, 1957

RECEIVED
LEGAL DEPT

J. Robert Patterson, Staff Attorney
State Highway Department
Salem, Oregon

Re: State of Oregon vs.
Favell-Utley Realty Company et al.
Case No. 5692, Your File L-2742

Dear Sir:

Thank you for your letter of September 17, 1957. The terms of it are acceptable to Favell-Utley.

We have agreed on the ground, with Mr. Ross and your bridge engineer from Bend, on the location of the right-of-way. Strange to say, Ross and I agreed, and without an argument.

The only alteration in the understanding was that they needed a detour around the south side of the highway while they were putting the bridge construction in, and we agreed that we would leave both of the crossings of the south borrow pit in, thus giving us two approaches rather than one.

They told us that they would bring a survey crew from Klamath Falls and furnish you with the description so that we can pursue this matter further.

Very truly yours,

Theodore R. Conn

THEODORE R. CONN

TRC:FR

**NOTED**
**W. W. STIFFLER**

RECEIVED
SEP 1 [illegible] 1957

R

FORM E-123 5UM REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
SEP 17 1957
FOR FILING
19-1026
5075

September 17, 1957

Mr. Theodore R. Conn
Attorney at Law
Box 351
Lakeview, Oregon

Re: State of Oregon
vs.
Favell-Utley Realty Co., et al.
Case No. 5692
Our File: L-2742

Dear Mr. Conn:

I am pleased to advise you that the Highway Commission has approved the proposed settlement which we reached in the above-entitled action.

I am asking Mr. Ross of our Bend office, together with the construction engineer in charge, to contact you in an effort to locate on the property the dimensions, specifications, and description of the ditch to be constructed from the south boundary from the highway right of way for the purpose of conveying the drainage which now runs northerly in our north borrow pit. As soon as we have this information, I will prepare a construction easement and forward it to you for proper execution. The Highway Commission does not desire to take fee title to the property upon which the ditch is to be constructed, nor to undertake the future maintenance of the ditch. It is my understanding that we will construct the ditch, build a new bridge, and construct an approach road across the south borrow pit. Your clients in turn will give us a construction easement to construct the ditch and, with the beginning of the ditch construction, pay to the Highway Commission the sum of $1,000.00. Upon the carrying out of all of these provisions, the above-entitled action may be dismissed with prejudice and without costs.

If this does not meet with your understanding of the situation, I wish you would please so advise me. Otherwise, you may expect to hear from Mr. Ross within the very near future.

NOTED
W. W. STIFFLER

I also wish to thank you for your cooperation in bringing this matter to an amiable conclusion.

Yours very truly,

J. ROBERT PATTERSON
Staff Attorney

JRP:pg

cc: Mr. I. A. DeFrance
Mr. W. W. Stiffler
Mr. G. W. Ross

RECEIVED
SEP 17 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 16 1957
FOR FILING

Salem, Oregon
September 16, 1957

Mr. I. A. De France
Assistant Maintenance Engineer
Office

At the last Commission meeting that body approved the joint recommendations of the Chief Counsel and Chief Engineer for a compromise settlement with the Favell Utley Realty Company, et al, as proposed by Attorney Conn, wherein the last-mentioned group agree to contribute $1,000 toward the cost of the outlet channel to the bridge which we propose to construct at approximately Station 1462 on the Klamath Falls-Lakeview Highway west of Lakeview, for which we have an item approved in the 1957 budget in the amount of $15,000.

As the estimated cost of the outlet channel from the highway bridge is $2,000, it is suggested that construction of the outlet channel be made a part of the bridge contract and the cost of the same be estimated on the basis of ________ days' work by either a dragline, tractor, or dozer.

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

cc Mr. J. Robert Patterson
Mr. H. Stephenson
Mr. Tom Edwards

N.O.F.

FORM 2-90X—90M—11-55—90228

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 3, 1957

SUBJECT: THOMAS CREEK
Drainage project

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
OFFICE

In 1943 a group of property owners, including Favell Utley Realty Company, had a Thomas Creek drainage project survey made and negotiated a pooling agreement with the Agricultural Adjustment Administration through the Lake County Committee whereby the Government assumed 100% of the drainage project cost.

The State Highway, when it was constructed across the 8,000 feet swampy section that originally was Thomas Creek, found several channels that the County Road had crossed with small timber spans. The State built 3 bridges, at the main channel (station 1478) and at 2 main relief channels (station 1445 and station 1492) and installed several pipe culverts. The ditch, as proposed by the land owners on the map submitted to the A.A.A., followed the main channel of Thomas Creek to the State bridge at Station 1478; however, after the project had been approved and funds made available the ditch was relocated and constructed on the North and South property line at Station 1462, approximately 1400 feet West of the main channel highway bridge. As a result all of the water of Thomas Creek gathered up in a series of lateral ditches feeding into the main ditch, came to the highway where it was forced to make a right angle turn into the State borrow pit which it followed for 1400 feet to the State bridge where it was forced to make another right angle turn into the main creek channel to cross the highway.

Mr. Edwards was D.M.S. at the time. He discovered the ditch almost completed on one of his routine trips to Lakeview and immediately made a complete report to Salem and Stiffler promptly took the matter to McCullough who served notice on the owners that either they move the ditch to our bridge or that they provide a bridge across the highway inasmuch as it was illegal for them to empty water into the State borrow pit. The owners replied that it was war time, men and equipment were unavailable, etc. They offered to riprap the highway embankment and did so for a short distance.

[illegible]

NOTED
W. W. STIFFLER

Agenda

Mr. Devers seemed to think actual damage had to be shown and Mr. Chandler was unable to show actual evidence of damage. Mr. McCullough reiterated his demands upon the owners but about that time died. The matter rode for several years while Devers and Chandler looked for evidence of actual damage.

There has been some silting up of the channel through the borrow pit and on one occasion our men made some effort to widen the borrow pit. There has been some scour of the embankment and some backing up of water that flooded residents East and West of Thomas Creek. The prevailing winter winds are from the South, so that all snow is plowed or blown into the North borrow pit. When the Spring break-up comes the melting snow from above moves down the ditch to the highway where the 2 right angle turns and the 1400 feet of borrow pit-channel full of snow and ice blocked the flow. The result was backed-up water, home owners were flooded; the State was blamed and our men using dynamite attempted to break up the ice blockade; water raised to as much as 4 feet higher on the upper, than on the lower side of the highway. This happened several years and the State no doubt spent several thousand dollars in this annual difficulty. In 1955-56 there was a particularly severe spring break-up and the water backed up and rose to within 8" of pavement and caused considerable wash of our embankment that cost approximately $1,000 to replace. Certainly we thought we now have evidence of actual damage.

The prospect of continued spring break-up flooding, continued damage to property owners by high water, continued hazard to the highway prompted us to attempt to resolve the responsibility problem and obtain, as McCullough demanded, either the ditch leading direct to our bridge or a new bridge at the end of the present ditch with an adequate outlet.

We can recognize some responsibility to provide more water opening due to more rapid runoff, the result of development of the land and the improvement of the drainage. This development is taking place state-wide and in most instances the State assumes the responsibility for providing the larger opening.

We were unable to just build more bridge or another bridge; however, as in this case, there was no outlet for the water to follow back to the main channel. In order to resolve the problem a legal action was filed against the owners who now propose through their attorney to provide ground for an outlet ditch below a new state-built bridge and to contribute $1,000 towards the construction of the outlet ditch. Under these conditions we recommend the State construct the new bridge and open up the new outlet; however, with the understanding that we are not responsible for the maintenance of the outlet ditch or any damage it may cause. We have an item of $15,000 in the 1957 State Construction Budget for the bridge. The cost of the ditch has roughly been estimated at $2,000, half of which will be furnished by the property owners.

It is interesting to note that: This ditch and the site of the proposed new bridge is located approximately 1300 East of the Airport Road junction. This road, which runs Southerly from the highway, was constructed by the State during the war and R/W was obtained from the same Favill Utley Company at a cost of over a thousand dollars after an effort on their part to donate the right of way in return for an agreement to locate a drainage ditch on the Airport Road right of way. They also attempted to negotiate an agreement relieving all parties involved of any responsibility for any damage resulting from the use of the North borrow pit as a part of the Thomas Creek Drainage Project.

I. A. DeFrance
Assistant Maintenance Engineer

IAD:hl

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AUG 23 1957
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Stiffler

THEODORE R. CONN
ATTORNEY-AT-LAW
PHONE WHITEHALL 7-3233
19 E. STREET SOUTH
BOX 351
LAKEVIEW, OREGON

August 16, 1957

J. Robert Patterson
Staff Attorney
Oregon State Highway Commission
Salem, Oregon

Re: State of Oregon vs. Favell-
Utley Realty Company, et al.
Case No. 5692
Your File: L-2472

Dear Mr. Patterson:

In response to your letter of August 13, 1957 and in an effort to compromise the above captioned litigation, and without prejudice, I have the following offer of settlement to make concerning that litigation.

The State Highway Commission will at its own expense construct a bridge immediately opposite to the Thomas Creek canal as the same is now constructed, of sufficient capacity to carry the waters of Thomas Creek now flowing through such canal and which may hereafter flow through said canal, and will build and construct a ditch on the southerly side of Highway 66 and immediately opposite such bridge to be constructed in a southeasterly direction to connect with the present channel down which the waters of Thomas Creek presently flow, at a point approximately one-third of a mile southeasterly from such bridge, the point of connecting with the existing channel on the south side of Highway 66 being approximately at the point where the channel turns from a southwesterly direction to an almost due south direction.

It is also understood that the State Highway Department will construct an entrance from Highway 66 to the triangular piece of land then isolated by reason of the existing channel of Thomas Creek on the east, the highway on the north, and this new channel to be constructed on the west, the construction of such entrance to be at the State Highway Commission's expense.

NOTED
W. W. STIFFLER

The litigation now pending would then be dismissed with prejudice and without costs to either party. If this proposal is acceptable to you, please notify me within ten days, and unless I hear from you within such period of time, the same will be withdrawn.

Very truly yours,

Theodore R. Conn

THEODORE R. CONN

TRC:FR
CC: Favell-Utley Realty Company

FORM E-133 50M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

AUG 15 1957

August 13, 1957

Mr. Theodore R. Conn
Attorney at Law
19 E. Street South
Lakeview, Oregon

Re: State of Oregon
vs.
Favell-Utley Realty Co., et al.
Case No. 5692
Our File: L-2472

Dear Mr. Conn:

I am pleased to advise you that the engineers have approved the installation of a new pipe 54 feet long, 36 inches high, by 58 inches wide, the equivalent of a 48 inch round pipe at a lower grade, so as to impede the lateral flow of water in the north borrow pit near the Swingle property. The pipe will be installed so as to convey water from the north side of the highway to the south side. It is our belief that the culvert which is now under the highway does not serve to carry adequate drainage for the reason that the borrow pit is now at a lower grade than the culvert. Therefore, the new pipe will be installed in a lowered position. I am advised that this work will be done and the new pipe will be in place by fall.

From our investigation, it does not appear feasible to broaden the borrow pit on the north side of the highway as suggested in your letter of July 9. This department has continually objected to the running of drainage through our borrow pits and we have attempted to avoid this wherever possible. The original plans submitted to the Lake County Department of the AAA indicated that the drainage was to flow under our bridge at about the center line of Section 8, which had two 19 foot spans. These plans were submitted by the Thomas Creek group through their engineer, William Wales, to the State engineer's office and the approval of the AAA was given upon the plans as submitted. The drainage canal was not channeled along the natural channel of Thomas Creek, nor was it carried across Section 8 directly to the bridge which we have heretofore mentioned. Instead, the channel was dug along the southwest quarter line section of Section 8 and emptied directly into our borrow pit. We are willing to construct a new bridge at the point where the present channel empties into the borrow pit at our own cost. However, in order to do this, we must know from you whether or not you will furnish adequate drainage channel south from the

NOTED
W. W. STIFFLER

highway right of way to carry this drainage. We must know by August 26 so that two weeks may elapse in which to advertise the bid and have the bid awarded at the September 12 meeting of the Highway Commission. The only other alternative would be for you to construct a new channel on the north side of the highway to the present bridge and we would increase the span. I know that this does not give you very much time to consider this matter but, if we are to complete the work this year, it will have to be done as soon as possible.

I might say that if neither of these suggestions are acceptable to your parties, the engineers are considering the possibility of submitting to the Commission for their decision the matter of filling in the north borrow pit so as to completely stop any lateral flow of waters. We do not believe that there was ever any channel which had any directional flow from the east to the west along the highway right of way and that we have for a long time given the property owners sufficient notice that we intended to stop such flow in our borrow pits.

After you have had an opportunity to consider this matter, I would be pleased to hear from you.

Yours very truly,

J. ROBERT PATTERSON
Staff Attorney

JRP:pg

cc: Mr. W. W. Stiffler
Mr. I. A. DeFrance

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OFFICE OF
[illegible] ENGINEER

M

MCE BND 107 3-16-57 323 PM

I A DEFRANCE

RE UR TT 82 XXX 81

THE DITCH RAN SOUTH FROM HWY I BELIVE ALL ON COUNTY PROPERTY THINK THE PURPOSE WAS TO MXXX IMPROVE DRAINAGE ON THEIR PROPERTY

L M WARFIELD

V

BND MCE #1 3-14-57 244P

L M WARFIELD

ON DEC 7,1956 AND NOV 1,1956 YOU REPORTED ON A COMPLAINT REGARDING DRAINAGE AT THE SWINGLE PLACE 16 MILES WEST OF LAKEVIEW. IN THIS CONNECTION YOU INVESTIGATED A DITCH, THAT LAKE COUNTY HAD IMPOXXX IMPROVED. WAS THIS DITCH ON THE HIGHWAY RIGHT OF WAY OR DID IT CUT ACROSS PRIVATE LAND. DO YOU KNOW WHY LAKE COUNTY WAS IMPROVING THE DITCH.

I A DEFRANCE

END/DL

BND

T

**OREGON STATE HIGHWAY DEPARTMENT**
INTER DEPARTMENT CORRESPONDENCE

Bend, Oregon
December 7, 1956

SUBJECT: Goose Lake Drainage

To
Mr. I. A. DeFrance
Acting Maintenance Engineer
State Highway Department
Salem, Oregon

I would recommend against placing additional pipes across the highway at the Swindle property west of Lakeview at this time. As stated in my letter of November 1st, the outlet ditch improved by the county was not for additional water and they do not feel that it will carry any additional water. If not, the additional openings under the highway would be useless.

The flooding of the Swindle property was caused more by the flood waters in Thomas Creek as stated in my letter of November 1st, than the water from the drainage at this location. At the times when our borrow pit is not full from Thomas Creek flooding, water at Swindles can flow westerly under his approach and under the highway. When this borrow pit is filled by the Thomas Creek drainage there is no get away to the west, and additional pipes under the highway would not reduce the flooding from the Thomas Creek drainage.

L. H. WARFIELD
Assistant Division Engineer

LHW:bd

Salem, Oregon
December 6, 1956

Goose Lake Drainage

Mr. L. H. Warfield
Assistant Division Engineer
Bend, Oregon

On November 1st, 1956 you advised the Soil Conservation Service was making a study of Goose Lake drainage in Oregon and that some changes may be indicated if their study indicates a drainage system is feasible.

Please advise if this study has been completed and if not how soon the report is expected.

The Highway Department is obligated to provide adequate drainage opening to care for cross drainage and if our culverts are too small we probably should comply with the request made in behalf of Mr. Swingle.

The State is now attempting to secure a new bridge opening in the highway grade directly in line with the Thomas Creek drainage ditch from the north in an effort to pass this water directly across the highway and stop the lateral flow of water in the highway borrowpit. In accord with the above it would appear in line to install sufficient culvert opening to carry the water direct across the highway at the Swingle place.

Our impression is that more water comes down an auxiliary creek channel at the Swingle property than can go through the two small pipes now in place and that the excess water is now forced to flow down the borrow pit towards the east. If this is true I believe we should immediately plan either an additional culvert or a larger replacement culvert, whether the new bridge for the Thomas Creek Drainage Ditch is secured or not and whether the Soil Conservation Service works out some drainage plans for future development.

If we are not correct in the above assumption and if the water that floods the Swingle property comes down the borrow pit from the East, possibly we should wait for developments in our negotiations with the Drainage Ditch people. Please advise if you have positive evidence that the water complained of by Mr. Swingle comes down our borrow pit from the east. If not, possibly we should make plans now to provide more opening at the Swingle property. Have you talked to Mr. Swingle regarding the source of the water that floods him - is it from the north through the creek channel or from the east through our borrow pit? Possibly he may have some information on this question.

IAD:mr

I. A. DeFrance, Acting Maintenance Engineer

Salem, Oregon
December 6, 1956

Goose Lake Drainage

Mr. L. H. Warfield
Assistant Division Engineer
Bend, Oregon

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IAD:mr

I. A. DeFrance, Acting Maintenance Engineer

FORM 830—80M—11 55—90824

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
November 1, 1956

SUBJECT: Additional Pipe - Swingle
Property - Lakeview

To:

Mr. I. A. DeFrance
Assistant Maintenance Engineer
State Highway Department
Salem, Oregon

Mr. Ross and I contacted Lake County in regard to the ditch south of the Swingle property referred to by Mr. Theodore R. Conn.

The county states they did not improve the ditch with the intention of it carrying additional water, but only to facilitate the flow of the water that has run in the ditch.

It is their thought that the ditch is not large enough to install additional pipes across the highway.

It is doubtful if additional pipes would help Mr. Swingle's flooding condition as this is caused more by high water in Thomas Creek than the size of the openings across the highway.

The Soil Conservation Service is making a study of the Goose Lake Drainage in Oregon and some changes may be made if their study indicates a drainage system is feasible.

L. H. WARFIELD
Assistant Division Engineer

LHW:bd
cc: G. W. Ross

NOTED
I. A. DeFRANCE

October 25th, 1956

Mr. Theodore R. Conn
Attorney at Law
19 E. Street South
Box 351
Lakeview, Oregon

Dear Mr. Conn:

Receipt is acknowledged of your letter of October 19, 1956 relative to the need of an additional culvert across the highway opposite Mr. Swingle's property, one and one-half miles west of Lakeview.

We have referred this request to our field engineers' for investigation and recommendation. We should hear in a few days and at that time we will correspond with you further.

Very truly yours,

W. C. Williams
State Highway Engineer

By

I. A. DeFrance
Assistant Maintenance Engineer

IAD:bh

NOTED
J. A. PHILLIPS

Salem, Oregon
October 24th, 1956

Additional Pipe needed
on property 1½ miles west
of Lakeview - Mr. Swingle

Mr. Dean Swift
Division Engineer
Bend, Oregon

Herewith copy of letter from Theodore R. Conn, Attorney at Lakeview, relative to the need of additional opening through the highway one and one-half miles west of Lakeview in front of property owned by Mr. Swingle. You will note from the letter that the county has now opened up a ditch so that the water, passing through the culverts in front of Mr. Swingle's place, has an adequate outlet.

Please investigate and give us your recommendation as to the size of additional pipe that may be needed. We seem to remember looking at this place with Mr. Warfield and Mr. Rees and that at that time an additional pipe was considered necessary to carry the water across the highway and eliminate the lateral movement of water in our ditches.

Please give us a prompt report, inasmuch as the season is late and if we attempt to put this pipe in this fall we should start at the earliest possible date.

I. A. DeFrance
Assistant Maintenance Engineer

IAD:bt
Enclosure
cc O. W. Rees

NOTED
J. A. PHILLIPS

**THEODORE R. CONN**
Attorney-at-Law
Phone Whitehall 7-[illegible]
19 E. Street South
Box 281
Lakeview, Oregon

October 19, 1956

Mr. J. A. De France
Highway Commission
Salem, Oregon

Dear Sir:

Mr. Cecil Swingle has asked me to write to you concerning bridges and culverts near his ranch on Oregon 66 between Lakeview and Klamath Falls. You will recall that Mr. Swingle owns property about a mile and a half west of Lakeview.

Under your highway there are two small culverts which are insufficient to carry the water. Mr. Swingle advises that he has understood that since there was not a sufficient ditch to permit the water to get away, the State had taken the attitude that larger culverts served no useful purpose.

Mr. Swingle says that the County has now opened up the ditch so that the water may get away after passing through the culverts, and he would therefore like to again call your attention to the need for installation of these culverts under the road.

Your usual prompt and courteous attention will be appreciated.

Very truly yours,

THEODORE R. CONN

TRC:FR
CC: Cecil Swingle

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5. [illegible]

REFERRED TO Stiffler
State Highway Engineer

**THEODORE R. CONN**
ATTORNEY-AT-LAW
PHONE WHITEHALL 7-2233
19 E. STREET SOUTH
BOX 351
LAKEVIEW, OREGON

October 11, 1956

4651.
3834

State Highway Commission
Salem, Oregon

Gentlemen:

Mr. E. G. Favell of Favell-Utley Realty Company has requested that I write to you, stating the position of Favell-Utley Realty Company in connection with the Thomas Creek drainage ditch which is constructed north of the Lakeview-Klamath Falls Highway.

Please be advised that this ditch was not constructed by Favell-Utley Realty Company, but was constructed by the Thomas Creek Water Users Association. As you undoubtedly know, the waters of Thomas Creek have drained from the north to the south through channels north of your highway since time immemorial and that the drainage ditch was constructed for the improvement of lands above.

Favell-Utley Realty Company takes no responsibility to the State Highway Commission for any damage which may occur to its road nor does Favell-Utley Realty Company feel that there is any liability by reason of the discharge of waters through this channel during flood seasons. I have lived in Lake County a good many years and I have seen several times when the water was high enough to be over this road. These occasions occurred when the grade was at a lower level than it is presently, but when a flood comes, no matter how many discharges you have in that road, I believe a flooding condition will exist.

A copy of this letter is going to Favell-Utley Realty Company so that they may know of our denial of liability.

Very truly yours,

Theodore R. Conn

THEODORE R. CONN

TRC:FR
CC: Favell-Utley Realty Company
Original letter forwarded to Mr. Enfield 10-17-56. er

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OCT 15 1956
OREGON
STATE HIGHWAY COMMISSION

FORM E-30 25M 9-51 92315

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**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1956

SUBJECT: Thomas Creek Drainage District
Injury to highway fill.

To: Thomas Cr. Drainage Dist.

Mr. W. W. Stiffler
Assistant State Highway Engineer
OFFICE

In answer to your three questions regarding the drainage problem on the Klamath Falls-Lakeview Highway, the following is submitted as a statement of the law and of a policy or procedure to follow in this regard.

I.

Can we force the Thomas Creek Drainage District to construct a bridge in the highway at a point in line with the main drainage ditch?

A. ORS 376.615:

> "Any person, company, corporation, irrigation or drainage district owning or constructing any ditch, canal, flume or pipe line across any public highway or public traveled road shall put a good, substantial bridge or culvert, of such width and material as the county court of the county in which the bridge or culvert may be situated, if the crossing is on a county highway, and the State Highway Commission, if the crossing is over a state highway, shall order over the ditch, canal, flume or pipe line where it crosses the highway or road.
>
> "(2) Travel shall not be suspended by the construction of the ditch, canal, flume or pipe line.
>
> "(3) The bridge or culvert shall be completed within three days from the time the highway or road is intersected.
>
> "(4) If the bridge or culvert is not so constructed or completed the county roadmaster shall construct the bridge or culvert and bring an action in his own name, as county roadmaster, for the use and benefit of the county, in any court of competent jurisdiction, to recover the expenses of constructing the bridge or culvert. In such action, in addition to the costs and disbursements provided by statute, the county roadmaster shall recover such sum as the court or justice, if the action

NOTED
W. W. STIFFLER

> is brought in a justice's court, adjudges to be reasonable as attorney's fees in the action. Appeals may be taken in such cases as in other actions.
>
> "(5) After the bridge or culvert has been built in accordance with orders of the county court or the State Highway Commission, the same, if over a county highway, shall be maintained by the county, and if over a state highway the maintenance is under the jurisdiction and control of the State Highway Commission. All bridges or culverts constructed prior to 1922 and now in place are deemed to have been constructed in accordance with the orders of the county court or the State Highway Commission."

B. ORS 368.930:

> "No person or corporation occupying land as owner, proprietor, lessee or otherwise, shall wilfully or negligently permit any water from any irrigation or drainage ditch to waste or flow from the lands or premises owned, occupied, leased or rented by him, upon any county road or public highway, or upon the right of way of any county road or public highway, and damage the same, or interfere with the public use thereof."

The second statute set out above, as it indicates, is a penal statute which would serve only as an additional basis for our claim to have the Thomas Creek Drainage District be held to the cost of the bridge.

The first statute set forth above does not conflict with any right or power delegated to drainage districts by the legislature. By inference, the power to condemn as set forth in ORS 547.305 (2) as follows:

> "The property, the right to condemn which is hereby given, shall include property already devoted to public use which is less necessary than the use for which it is required by the district, whether used for drainage, irrigation or any other purpose. The right of way is hereby given, dedicated and set apart to locate, construct and maintain such drainage or irrigation works over and through any of the lands which are now or may be the property of this state.";

does not indicate that having the authority to condemn land already devoted to a public use, the authority to completely destroy or endanger it, where such is not necessary or consistent with the public welfare, exists in a drainage district.

Providing that a new bridge located "in line" with the main drainage ditch would solve the problem, I would suggest that the above statute, ORS 376.615, be held indicative of our rights and to proceed thereunder. If, however, in addition there is required a better or new ditch south of the highway, additional measures would have to be taken as set forth hereinafter under Sections II and III.

In summary, two public uses of property will be upheld if not inconsistent and if practicable and feasible. Thus the highway can remain, yet the drainage ditch also may cross the right of way. In so doing, the drainage ditch is the one to conform. We have not created the problem, and further, we have in a sense lent our facilities for drainage purposes. Properly, the authority to condemn in the drainage district would insist that in taking over property already devoted to a public use that they, the drainage district, must show a higher use, or a use requiring the other (the highway) to cease and determine for the reason the two may not exist together. This showing is a judicial question and would require a condemnation suit to determine. This the Thomas Creek Drainage District has not done and our position, by this reason, is strengthened.

We may thus in alternative measures require them to: (1) Condemn our right of way for this drainage ditch or (2) Build the bridge or a straight proposition to build the bridge and connect up the system in a straight line.

It being true that ORS 547.305 gives the drainage district a right of way over state property, it does not by this provision relieve them of the responsibility of complying with the provisions of ORS 376.615.

## II.

Can we force the Thomas Creek Drainage District to construct an outlet ditch from the bridge south and bear the expense?

A. Reference is now made to the original "plan for reclamation" as required by ORS 547.210, reading as follows:

> "(1) The chief engineer shall make a report in writing to the board of supervisors whenever the board requires. Upon receipt of the final report of the engineer concerning surveys made of the lands contained in the district, and plans for reclaiming the same, the board shall adopt the report or any modification thereof approved by the chief engineer. The adopted report shall be the plan for draining and reclaiming such lands from overflow or damage by water, and shall be known and designated as the 'Plan for Reclamation.' The plan shall be filed with the secretary of the board of supervisors and by him copied into the records of the district.

> "(2) Any lands included in the district, which will not be reclaimed or benefited by the construction of the work as specified in the plan for reclamation, may be excluded from the district by order of the county court, and any tax levied thereon shall be refunded to the person paying the same. However, any irrigated lands contributing to the wet, swamp or overflowed condition of any lands of the district, the waste or seepage waters from which lands will be carried by and disposed of through the works specified in the plan for reclamation, shall be deemed benefited by the construction of the works as specified in the plan."

If the drainage district has not complied with the "plan for reclamation" and has in fact constructed its facilities contrary thereto, being smaller ditches or an increased inflow due to additional drainage area, etc, we would possibly petition the court for a review of the "plan for reclamation" to see if it has been complied with.

I have found no statutory authority indicating that the drainage district can be required to condemn lands to construct or enlarge the system other than as originally set forth in the "plan for reclamation."

Possibly under threat of forcing an inverse condemnation suit could we get them, the Thomas Creek Drainage District, to enlarge or construct a drainage district.

## III.

Can we construct a drainage channel south of the highway and condemn the land necessary?

A. The general authority of the State Highway Commission has been held to include the authority to construct suitable drainage facilities as an inherent part of highway construction. This authority would not, in the writer's estimation, extend to drainage facilities required or needed due to an outside agency creating or depositing drainage waters upon the highway right of way. If such waters came to the highway in a natural state and required disposal, the authority would exist, but when, as here, a drainage district has by their own act and purpose created the situation, they—not we—must take care of it; resulting that state highway funds cannot be spent to correct this unnatural condition.

B. Levene et ux v. City of Salem, 191 Or. 182. Justice Hay delivering the opinion of the court states at pages 190 and 191:

> "Plaintiffs, as riparian owners upon the stream, are entitled to the rights and privileges of such ownership. Miller v. City of Woodburn, 126 Or. 621, 625, 270 P 781.

> Included therein is the right to insist that the natural flow of the stream shall not, by artificial means, be increased to their detriment. 56 Am Jur, Waters 509, § 17; Kamm v. Normand, 51 Or. 9, 14, 91 P 448, 11 L.R.A. N.S. 290, 126 Am. St. Rep 698.
>
> "* * * A municipality is liable in damages if it collects diffused surface waters into a drain, and, through such drain, empties them, either immediately or by force of gravitation, upon a person's land. Ulmen v. Town of Mt. Angel, 57 Or. 547, 550, 112 P. 529, 36 L.R.A. N.S. 140; Harbison v. City of Hillsboro, 103 Or. 257, 274, 204 P.613. It is quite generally held that such action upon the part of a municipality amounts to a direct tresspass [sic]. Annotation, 173 A.L.R. 1044. The gist of the injury complained of in the present case is the casting of an increased volume of water into the watercourse crossing plaintiffs' premises, without there being an adequate outlet therefor. Such a positive act is a tort 'arising from wrongful and unauthorized conduct rather than negligence, and the maxim that a man must so use his own as not unnecessarily to do injury to another is applicable.' "

Continuing at pages 196 and 197, the court said:

> "Where the acts of the municipality result in a direct and continuous trespass upon real property, as by diverting the flow of a stream from its natural course onto the property, or by flooding the property through a drain or sewer so constructed that such flooding is a necessary result of the construction, this constitutes a 'taking' within the meaning of a constitutional provision requiring compensation to be made for property taken for a public use. And this is so even if the owner of the property is not actually dispossessed or the property completely destroyed by the taking. Morrison v. Clackamas County, 141 Or. 564, 569, 18 P.2d 814; Stephens v. City of Eugene, supra, 90 Or. 167, 173, 175 P. 855; Annotations: 75 A.L.R. 1198, 173 A.L.R. 1045; 128 A.L.R. 1195, 1197. In such cases, neither the state nor any municipal corporation may claim exemption from liability. Metzger v. City of Gresham, supra, 152 Or. 682, 685, 686, 54 P.2d 311."

This form of liability the State Highway Commission has faced quite often recently, but never on facts so close as the present ones and the above cited case.

Using the rule in the above case as a lever, perhaps we can persuade the Thomas Creek Drainage District to conform to our wishes and construct the bridge and, if needed, other facilities as well.

Gale K. Powell
GALE K. POWELL
Assistant Attorney

GKP:pg

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Salem, Oregon
September 14, 1956

Favell Utley

Mr. C. W. Enfield
Chief Counsel
Office

4651
2894

Attached hereto is a very good report rendered by Mr. De France following a recent trip to Lakeview, for the purpose of investigating in more detail damage to the highway roadbed which has resulted from the construction in 1943 and 1944 of the Thomas Creek Flood Control Project by the Favell-Utley Realty Company.

The investigation was also made for the purpose of determining the legal liability of the State Highway Commission to property owners and residents adjacent to the highway on the northerly side of the same, whose properties and homes are occasionally flooded when the highway borrow pits are unable to accommodate all of the flood waters of Thomas Creek, which the construction project collected and concentrated in a drainage ditch which empties into the highway right of way and borrow pits at a point where no structure exists for these waters to cross the highway and proceed southerly to their eventual destination, and the responsibility of the Highway Department to all motor vehicles using the highway when water and ice in the highway borrow pit is raised to a height within 12 inches of the surface of the highway as a direct result of the concentrated discharge of Thomas Creek into the highway borrow pit.

The above conditions are due primarily to the failure of the Favell-Utley Realty Company to provide a suitable structure in the highway roadbed and outlet channel from the highway at the point where the concentrated flood waters were discharged into the same.

There is a considerable file on the above subject starting November 9, 1943; however, my opinion as to the responsibility and liability for the conditions which now prevail are exactly the same as those expressed in my letter to W. E. Chandler, Division Engineer, November 23, 1943, and again confirmed in my letter to C. B. McCullough, Assistant State Highway Engineer, January 20, 1944.

As a partial solution to the dangerous condition which exists during the winter season, we are including funds in the 1957 budget to construct a bridge in the highway roadbed to carry the concentrated waters of Thomas Creek from the north to the south side of the highway. The expense of this construction is actually an obligation of the drainage district. However, this structure is only a partial solution as there is no outlet channel over private property from the bridge site. The construction of such a channel is also the obligation of the drainage district; therefore, it would be appreciated if you or one of your assistants would review and study the files and favor us with your opinion and recommendation as to the following:

1. Through due process of law, can we force the Favell-Utley Realty Company and the other parties involved in the Thomas Creek Flood Control Project to construct a bridge in the highway roadbed at a point where they have concentrated the discharge of Thomas Creek and to construct a suitable outlet channel from the highway southerly?

2. If the Highway Department constructs the above-mentioned bridge at its expense, can we force through due process, if necessary, the Favell-Utley Realty Company and/or others to construct the outlet ditch from the highway bridge southerly over private property and bear the expense of the same?

3. If the Highway Department constructed the above-mentioned bridge at state expense, can we, if necessary, condemn a right of way or easement for an outlet channel from the highway bridge terminating some 1,500 to 1,800 feet south of the highway?

For convenience, I am attaching hereto the general files on the subject of maintenance and drainage, Favell-Utley Company, which is now charged to Mr. Collier.

[illegible] – Please note.

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

cc Mr. I. A. De France
Mr. Dean Swift

Attachment

FORM E-30X—90M—11-55—90228

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

September 10, 1956

SUBJECT: Slash Road Drainage
West of Lakeview

To:
Mr. W. W. Stiffler
Assistant State Highway Engineer
OFFICE

The Slash Road drainage set up west of Lakeview is a serious hazard and should be corrected at once. Mr. Carter advises that last winter the water lacked only eight inches of going over the highway and resulted in wash of highway embankment slope which we estimate will cost between $1200 and $1600 to replace, depending on whether replacement is made of rocky material from a pit south of Lakeview or from a rock quarry ten miles to the west. Had the water raised the last eight inches, there would have been serious wash across the highway and it is possible it would have washed out the highway embankment.

During flood conditions the north highway borrow pit for a distance of almost two miles is full of water, ice and snow up to nine feet deep and 50 feet wide, constituting a serious hazard to every vehicle that travels the highway.

The flood water also is a hazard to adjacent property owners, several of whom are forced to vacate their homes and who can return only after the water has gone down. This condition causes much damage and in 1952 several owners employed an attorney to present their remonstrances. Our reply was that the high water and damage was the result of the Thomas Creek Drainage Ditch which the State did not build. Never the less, we are advised some $2500 of state funds were later expended in cleaning out the drainage ditch, a project of absolutely no benefit to the highway.

Due to constant complaints of adjacent owners whose homes are flooded and as a precaution to prevent the flood water from overflowing and washing out the highway, our section crew spends up to a thousand dollars a year dynamiting the snow and ice blockade that backs up the water.

This condition is aggravated by the fact that across this section all snow must be plowed to the north inasmuch as the prevailing winds are from the south. Mr. Carter says the winds are strong and snow cannot be thrown or blown to the south. The seasons snow thrown into the north borrow pit has by spring filled the borrow pit with a mixture of snow, ice and water below, that proves an effective blockade to prompt runoff when the spring thaw hits and water and ice pours rapidly down the drainage ditch from the north.

This situation should be corrected inasmuch as under snow, ice and flood conditions, there is a difference of up to four feet in level of water above and below the highway and this despite the fact that our crew is on the job around the clock with dynamite and other implements attempting to dispose of the winter build up of water, ice and snow. The right angle turn in the drainage ditch where it turns into our borrow pit and runs parallel with the highway and the right angle turn at our bridge at M.P. 93.90 interferes with the normal flow of water. Under flood conditions the interference is more serious and when snow and ice are present the flow almost stops.

Before the drainage ditch was constructed the water of Thomas Creek came down through a number of channels that meandered back and forth and retarded the runoff. The new ditch 50 feet wide and straight brings the water down rapidly and causes the present congestion.

As demanded in Mr. McCullough's letter of February 9, 1944 the drainage ditch should either lead the water directly to our bridge at M.P. 93.90 or a bridge should be provided at M.P. 93.60 where the existing drainage ditch hits the highway.

The lawyers said at that time that the law required the drainage district to do this but they were unable to obtain either. The drainage district plead shortage of men and materials, due to the war effort as justification for delay but the war emergency is long since past.

We believe the use of the north borrow pit should be reserved for snow storage and that all Thomas Creek drainage should be passed directly across the highway through adequate openings and that no lateral movement of Thomas Creek should be permitted.

We recommend that a 3-19' span bridge be constructed at M.P. 93.6 to carry the waters of Thomas Creek drainage district ditch directly across the highway whether the cost is a responsibility of the district or the state.

Existing conditions require the bridge and it should be built even though the State must pay for it. There is no adequate drainage channel south of the highway at this location but since the ditch north of the highway was built by the district it seems it would be their responsibility to construct the ditch on to the south. Certainly the state does not want the water running to the east in its south borrow pit.

There is need for several additional cross culverts to provide for cross drainage and to eliminate lateral flow, which we believe should be installed either at the expense of the property owners or the state. At the same time we should build effective dikes in the north borrow pit to stop all lateral water movement.

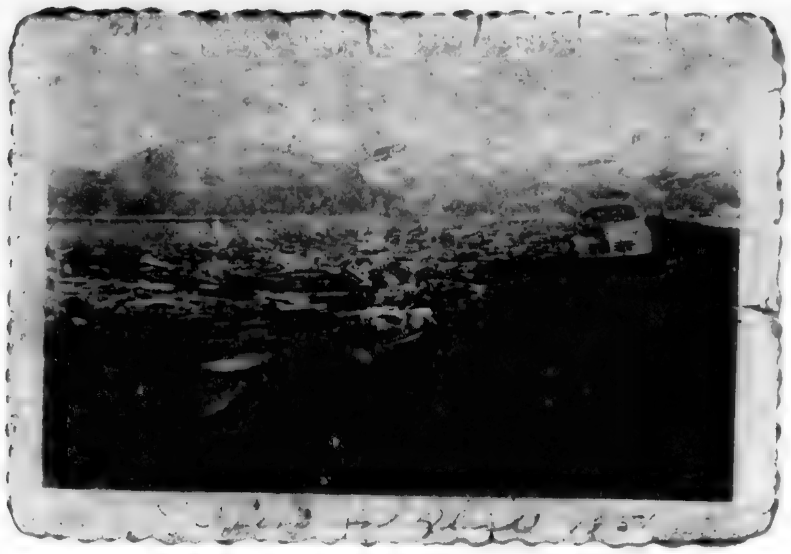
While in Lakeview, September 6, I called on Mr. Favell of Favell-Utley Realtors, a coleader in the Thomas Drainage District movement. I advised him there had been considerable wash to the highway embankment and requested him to inspect it and asked if in his opinion the District did not have the responsibility of replacing the wash. He advised that the drainage district had been absolved of all responsibility by signed agreement and when I couldn't agree he asked me to confer with his attorney, Mr. Conn, a course I told him I could not follow.

We recommend the case be reviewed by our attorneys to the end that the responsibility in the case be clarified so that the hazardous condition may be promptly corrected. The embankment wash out of last winter should be replaced this fall without fail and if possible a bridge or change in the ditch completed before the spring breakup of 1957.

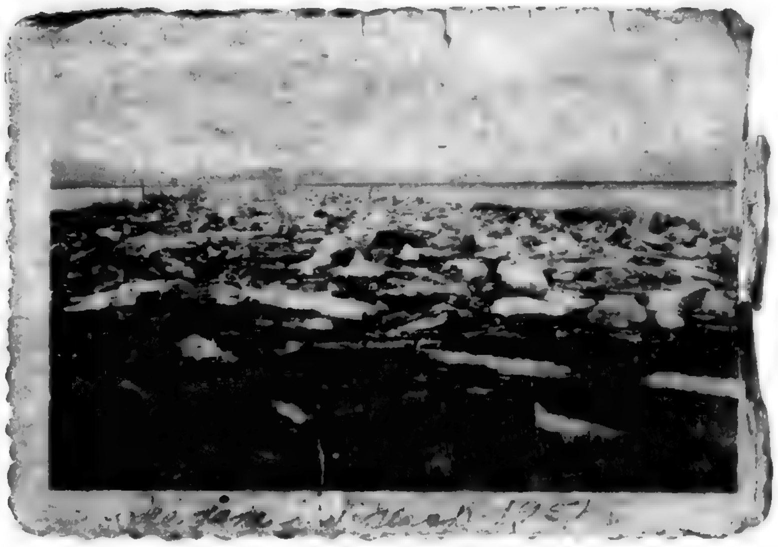
I. A. DeFrance
Assistant Maintenance Engineer

IAD:dl

cc G. W. Ross
Dean Swift



[illegible] 1951



[illegible] 1951

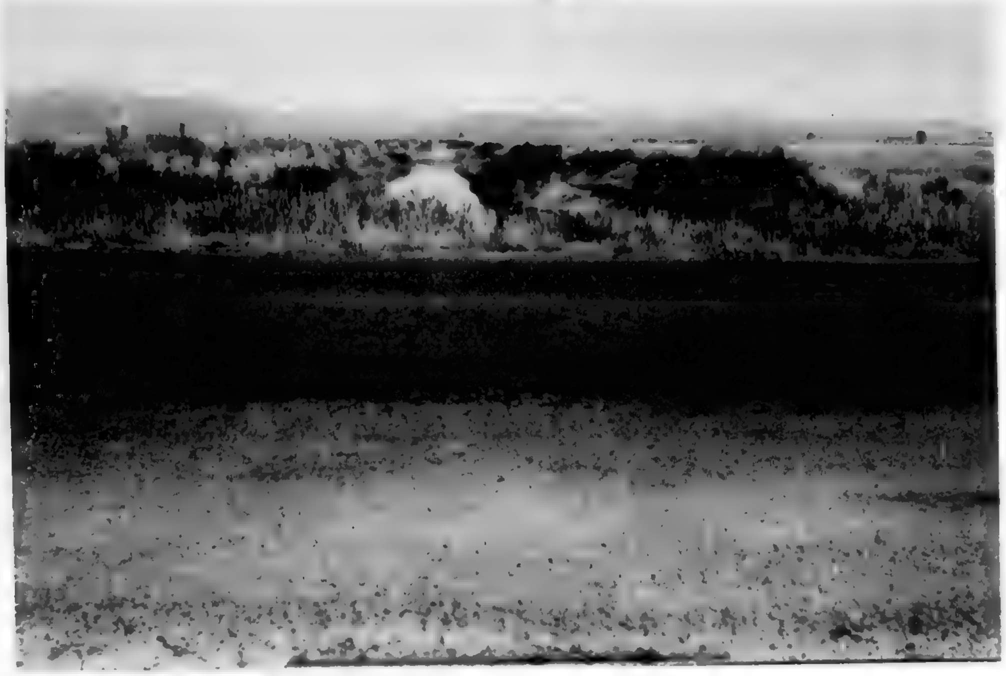
Slash Road Ice Jam 1951

## SCHEDULE OF CONTRACT LETTINGS

## March 1 and 2, 1956

| | | | |
|---|---|---|---|
| 1. | Valley Junction-Sheridan Section: Wallace Bridge-Sheridan Unit, Structures (2) | 56 FA | $ 233,600 |
| 2. | Forest Grove-Hillsboro Section: Cornelius-Hillsboro Unit, Grading & Paving | 57 FA | 476,500 |
| 3. | Tillamook-Donaldson Creek Section: Structures (2) Grading & Partial Paving | 57 FA | 636,200 |
| 4. | West Fork-Illinois River Bridge | 57 FA | 157,800 |
| 5. | Crescent Lake Jct.-The Dalles-Cal. Jct. Section: East Unit, Little Deschutes River Bridge Widening | 57 FA | 16,300 |
| 6. | Olds Ferry-Ontario Section: Grade Separation Structure (Sta. 211) | 57 FA | 99,800 |
| 7. | Willamette River (Springfield) Bridge Section: Bridge, Grading & Paving | 57 FAU | 490,900 |
| 8. | Goshen-Medford Section: Goshen-Anlauf Unit, Illumination | State Bond | 58,400 |
| 9. | Goshen-Medford Section: Shady-Myrtle Creek Unit, Illumination | State Bond | 21,600 |
| 10. | Sublimity Gun Club-Stout Creek Section: Structures (2) | 57 FAS | 80,200 |
| 11. | Yellow Creek Section: Culvert, Grading & Stone Base | 57 FAS | 53,400 |
| 12. | S. E. Stark St.-Powell Valley Rd. Section (FAS 582-Multnomah Co.): Grading & Paving | 57 FAS-C | 142,500 |
| 13. | Tangent Jct.-Oak Creek School Section (FAS 216-Linn Co.): Paving | 57 FAS-C | 55,600 |
| 14. | Yaquina River (Toledo) Bridge (FAS 584-Lincoln Co.) | 57 FAS-C | 167,700 |
| 15. | Muddy Cr. School-Haines Jct. Section & Rock Cr.-Haines Section, Middle Unit (FAS 507 & 508-Baker Co.): Oiling | 57 FAS-C | 57,500 |
| 16. | Interstate and Oregon Slough Bridges (Co-op) | Toll Br. | 7,517,200 |
| 17. | Mussel Creek Section: Slide Correction | ER (56) | 41,200 |
| 18. | Rooster Rock Park Interchange Section: Grading & Paving | (55 State | 178,400 |
| | | (Park Impr. | 88,900 |
| 19. | Davis Cr.-Bethel Cr. Section: Grading & Oiling | 55 State | 48,100 |
| 20. | Powell Blvd. (Portland) Section: 122nd & 136th Avenues, Traffic Signals | 56 Min.B. | 12,500 |

April 25, 1956



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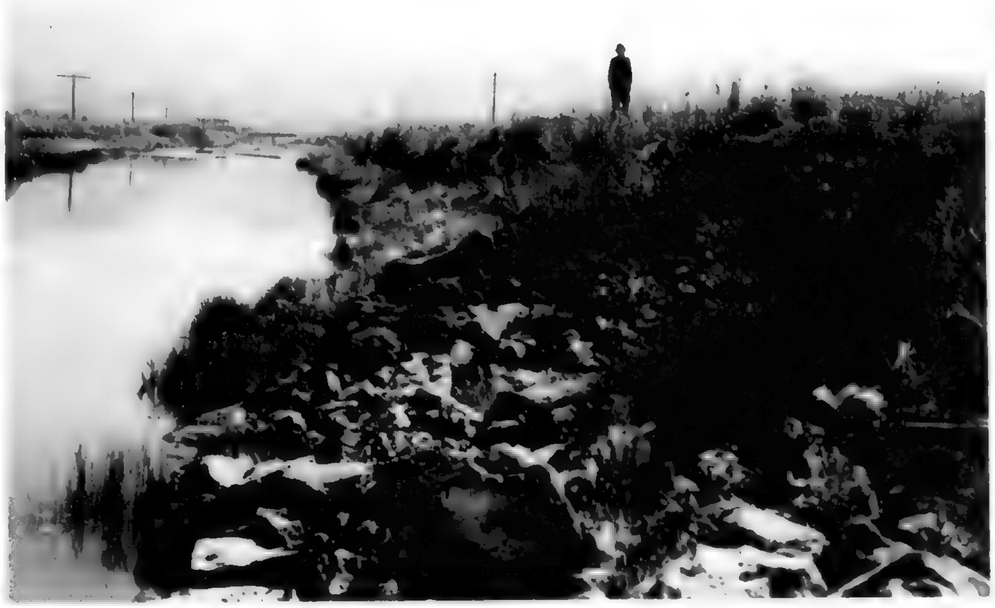
SEP • 56 •

1. Thomas Creek Drainage District ditch - looking North

2. North Highway borrow pit Looking East from end of rip rap about 100' north of ditch showing 4' to 6' vertical slope as washed out by flood water - winter of '55-'56



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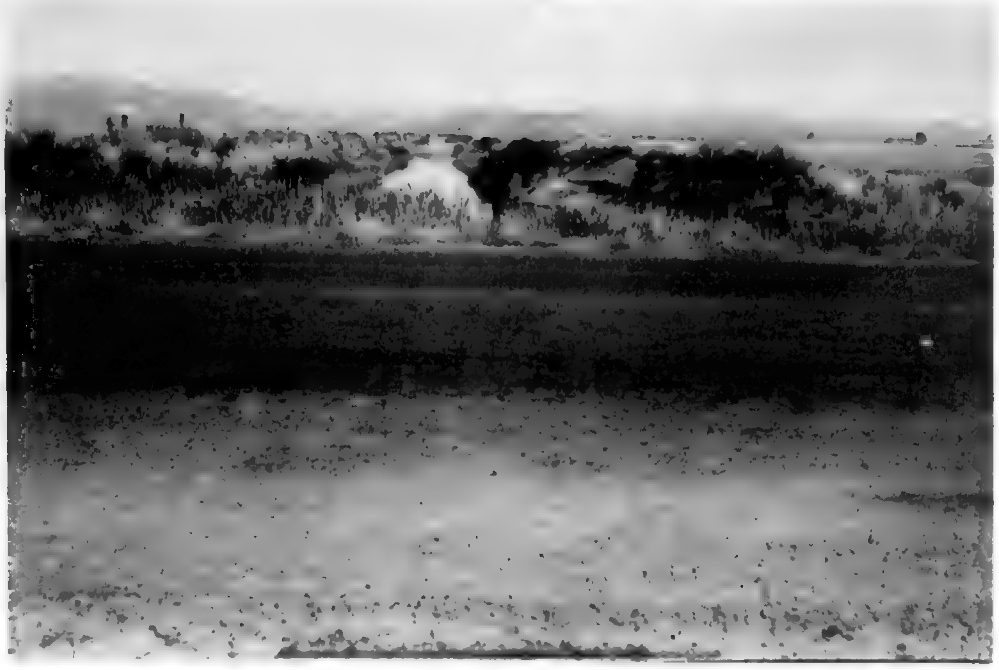
3. Looking East in North Highway borrow pit

Slash Road Ice Jam 1951



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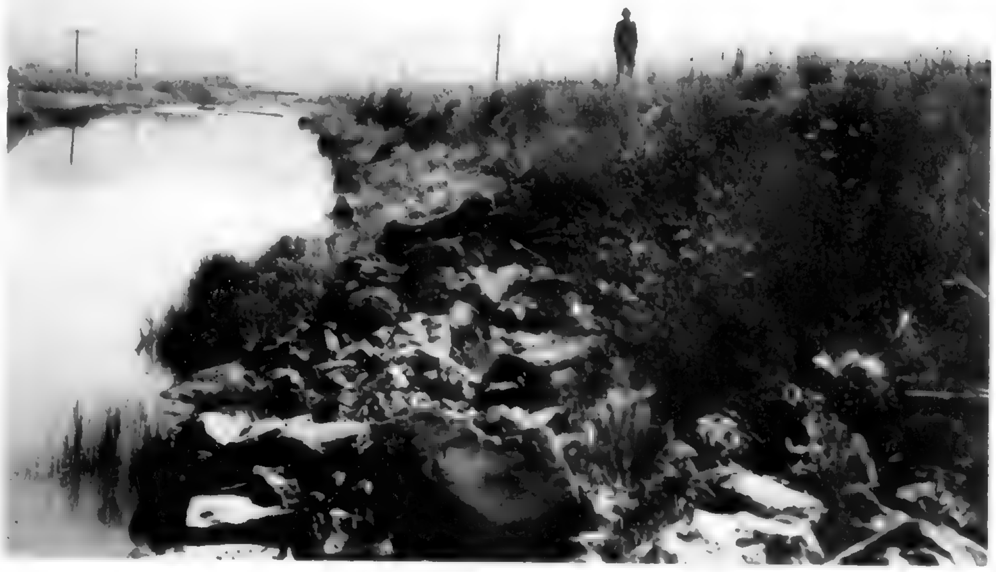

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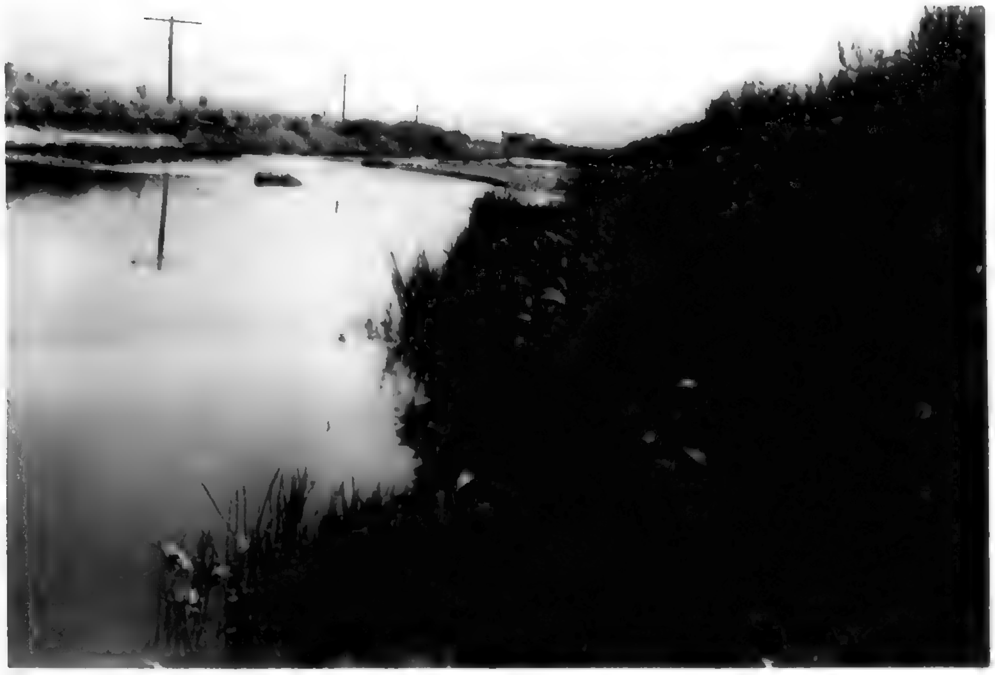

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SEP • 56

3. Looking East in North Highway borrow pit

4

SEP • 56

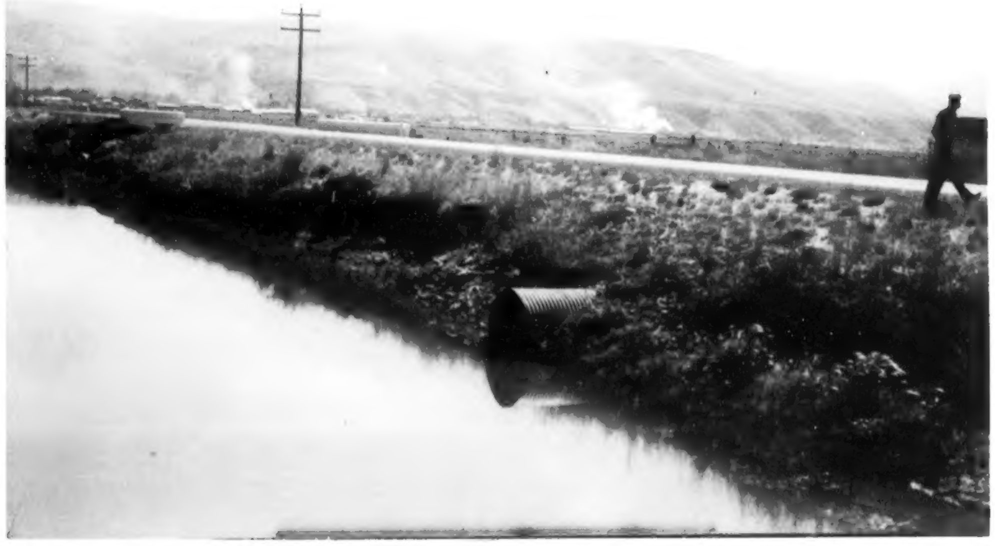
4. Looking East in North Highway borrow pit

5. Looking East in North Highway borrow pit

5

SEP • 56

6. Looking East to Highway bridge that takes drainage ditch water. Taken from road approach bridge.



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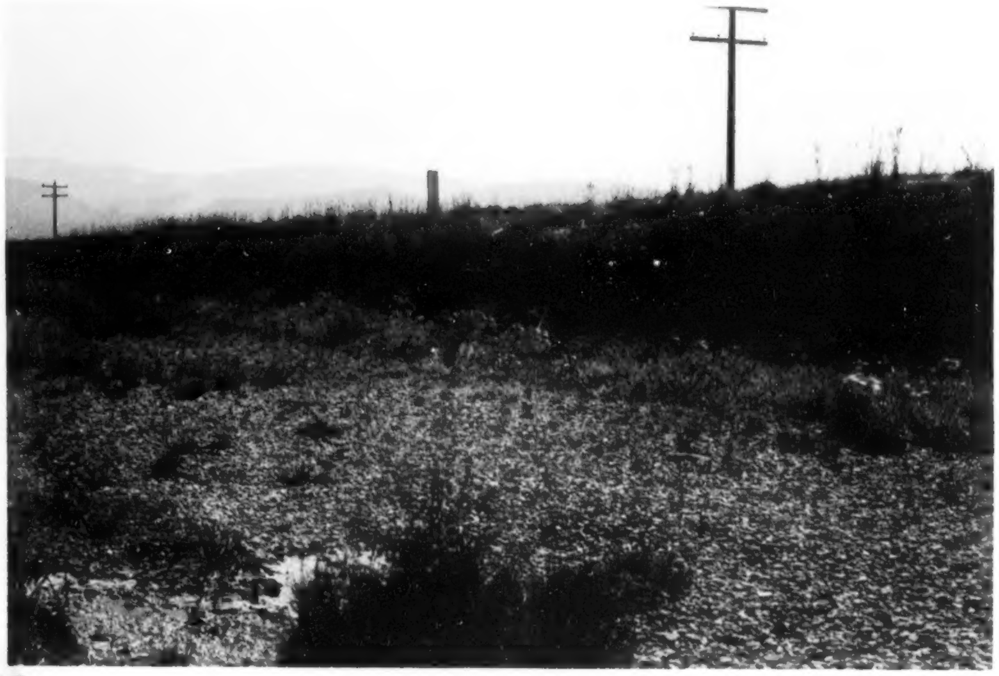

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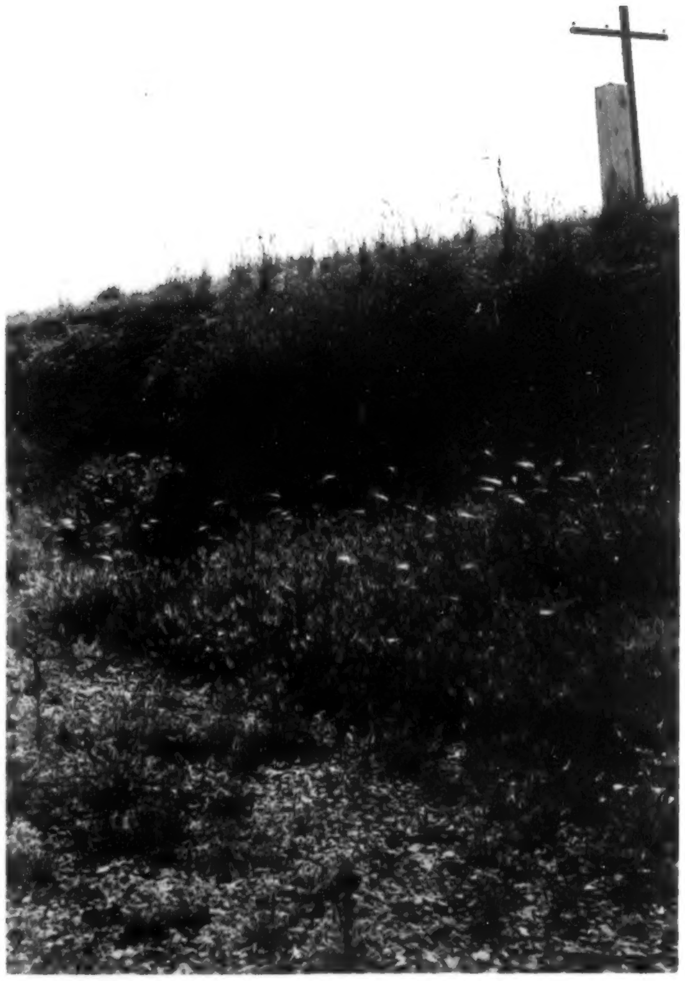
SEP • 56

10. Looking SE at washed Highway embankment slope



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11. Looking SE at washed Highway embankment slope

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SEP • 56 •

7. Looking West in North
Highway borrow pit

8. Looking West in North
Highway borrow pit

8

SEP • 56

9

SEP • 56 •

9. Looking West at North
Highway borrow pit
from road approach bridge

# STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with Contract# 5020 Ends with: Contract# 5075

FLASH CARDS: Begin Each Contract

Remarks: #5020 continued from reel 85
#5075 continued on reel 87

Reel No. 86 Reduction Ratio 21:1 Project No. ______
Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

## CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 5 day of March, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm